

The Hongkong Telegraph.

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NEW SERIES No. 8846

二十九年九月二日

FRIDAY, OCTOBER 14, 1910.

五拜禮

號四十四十其港香

\$36 PER ANNUM.
SINGLES COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$16,000,000
Sinking Fund.....\$1,000,000
Silver.....\$1,000,000
REMARKS: LIABILITIES OF PROPERTIES \$15,000,000

CODIFY OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shaw, Esq.—Deputy Chairman.
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Andrew Forbes, Esq., F. Lieb, Esq.,
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Acting Chief Manager.
Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUNDS.....£1,000,000
REMARKS: LIABILITIES OF PROPERTIES.....£1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.
Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 10,000,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HANKOW,
Kobe, TIENTSIN,
OSAKA, BEIJING,
NAGASAKI, NEWCHOWANG,
LONDON, DALNY,
LYONS, PORT ARTHUR,
NEW YORK, ANTUNG,
SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN,
BOMBAY, TIE-LING,
SHANGHAI, CHANGCHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per cent. per annum on the daily balance.

On Fixed deposit:
For 6 months.....4 1/2 p.c.
" 12 months.....5 p.c.
" 18 months.....5 1/2 p.c.
" 24 months.....6 p.c.

TAKKO TAKAMICHI,
Manager.
Hongkong, 17th September, 1910.

DEUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP.....\$1,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tringten, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne,
Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. M. M. RICHARDS & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHER BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS, applied on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 2nd March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 5 per cent. per annum.

Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold \$3,500,000

RESERVE FUND.....Gold \$3,500,000

Gold \$6,500,000
(about £1,500,000.)

HEAD OFFICE—60, Wall Street, New York.

LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.,
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description of banking and Exchange Business, receives money on Current Account at the rate of 4 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 3 per cent. per annum.

N. S. MARSHALL,
Manager.

No. 9, Queen's Road Central,
Hongkong, 26th September, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
O. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
O. R. Burkill, Esq.,
J. A. Wattle, Esq., Managing Director,
A. J. Hughes, Esq., Secretary,
S. B. Noll, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force.....\$37,855,885.00

Assets.....\$415,250,000

Income for Year.....\$506,559.00

Insurance Fund.....\$216,813.00

LEFFERTS KNOX, Esq., Hongkong,
District Manager,
B. W. TAYLOR, Esq., Canton, Macao
and the Philippines,
District Secretary,
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:
Sir Paul Chater, Kt., C.M.G.,
T. F. Hoogh, Esq.,
G. J. Lafren, Esq.,
Hongkong, 26th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position. Large and airy Rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights and Fans. Large and comfortable Lounge. Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Single and Double. Special Rates for married families on application.

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Proprietor),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo.

Telephone No. 107.
Telegraphic Address "Canton" Hongkong.
Hongkong, 1st September, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports {ASSAY..... Noon, 15th Oct. } See Special Advertisement.

SHANGHAI, MOJI, KOBE {JAPAN..... About 15th Oct. } Freight only.

and YOKOHAMA {Capt. H. W. A. Clark..... } Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES..... {NORE..... 10 A.M., 19th Oct. } Freight and Passage.

SHANGHAI {ASSAY..... About 21st Oct. } Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 14th October, 1910.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF BOOTS AND SHOES

HEAVY SHOOTING

WALKING BOOTS

BLACK OR BROWN

AS \$14.00

AND \$17.50

PER PAIR.

ILLUSTRATION

\$12.50

PER PAIR.

PATENT PUMPS AND SHOES

\$6.50 per Pair.

LEATHER AND FELT SLIPPERS.

LANE, CRAWFORD & CO.

THE WELL-KNOWN HORSE HEAD BRAND.

GUINNESS' BASS' STOUT. ALE.

CALDBECK, MACGREGOR & CO.

Established 1884.

Hongkong, 10th October, 1910.

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

HOTEL CRAIGIEBURN.

Plunket's Gap, the Peak, near the Tram Terminus—Tel. 54.

For Terms, &c., apply to the MANAGER

Hongkong, 2nd July, 1910.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

Joint Service of

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., and THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 10th October.

8.00 A.M. HONGKONG 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 11th October.

8.00 A.M. HONAM 8.00 A.M. HONGKONG

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 12th October.

8.00 A.M. HONGKONG 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 13th October.

8.00 A.M. HONGKONG 8.00 A.M. HONAM

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 14th October.

8.00 A.M. HONGKONG 8.00 A.M. HONAM

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SATURDAY, 15th October.

8.00 A.M. HONAM 8.00 A.M. HONGKONG

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 16th October.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,250 Tons and "SUI-AN" 1,250 Tons.

Departures from Hongkong to Macao on week days at 1 A.M. and at 3 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 16th OCTOBER, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES:
1st Class Return \$3, Single \$1.50. 2nd Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., and THE CHINA NAVIGATION COMPANY, LTD., and THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 7 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice-Versa by the Company's direct steamers "Lutan" and "Sanchi." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES,
Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BRUMENTHAL,
Manager.

Telephone, 190. "Telegrams" "Aspis."

THE "REMINGTON" TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make. It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of cheaply constructed old Remingtons, which are sold at low prices and are really new, but in reality, give more trouble and cost more.

SOLE AGENTS FOR HONGKONG AND CANTON, SHIMMICK & CO. (Incorporated in England.)

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

YOKOHAMA and KOBE "PRINZ WALDEMAR" About TUESDAY, 15th October, Capt. F. Iscke (T. 6,500).

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "PRINZ EITEL FRIEDRICH" WEDNESDAY, 19th Oct., Noon, Capt. F. Iscke (T. 16,000).

SHANGHAI, TIENTSIN, KOBE "PRINZESS ALICE" About WEDNESDAY, 19th October, Capt. F. Iscke (T. 24,500).

KODAT and SANDAKAN "BORNEO" (T. 5,050) End of October, Capt. F. Iscke (T. 5,050).

MANILA, YAP, MARVUN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" SATURDAY, 5th Nov., Daylight, Capt. F. Iscke (T. 6,500).

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBURN & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th October, 1910.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully routed

Hongkong, 6th September, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cash and Gollars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

SOLE AGENTS FOR

FERGUSON'S SPECIAL GREASE

and

F. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Wongkoo, 15th March, 1907.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous depression, or neuritis, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or infirmity of the vital force, loss of vitality, harassing dreams, restlessness, inability to settle to anything, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, sandy, high-colored water, &c., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerve, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of prostration, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and purifies the minutest capillary, overcomes and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, eczema, scurvy, and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhea or venereal taint, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, stridling, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 40 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS,

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....315 ft. Docking Length.....375 ft. Docking Length.....481 ft.

Width of Entrance... 80 " Width of Entrance... 50 " Width of Entrance... 63 "

Water on Blocks..... 28 " Water on Blocks... 26 " Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Debars, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.

FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of TYPEWRITERS, GRAMAPHONES, AND SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

61 DES VOUX ROAD.

GREEN ISLAND CYCLES COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHWAN TOMES & CO.

General Managers.

Hongkong, 10th July, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAI ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

17, D'AGUIAR STREET, HONGKONG.

From 1st September, 1907.

To Let.

TO LET.

21, CONDUIT RD., OLIVION GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHEUNG ROAD, OFFICES in YORK BUILDING, No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

From 1st September, 1907.

TO LET.

IN No. 1, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SARSON & CO., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

From 1st September, 1907.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

35, QUEEN'S ROAD CENTRAL, 1ST FLOOR, Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN T. G.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEE.

Orissembled First

Hongkong, 10th July, 1910.

DETECTIVE DEVICES.

CURIOUS TRIALS BY ORDEAL IN INDIA.

EXTRAORDINARY STATEMENTS.

In the Calcutta Review for July, Mr. S. Chandra Mitra, M.A., B.L., writes on some Bharti modes of trial by ordeal. Margaret Cotter Morison, rejoining in Kashmir, had several of her belongings stolen. The police official, when informed, resorted to the ordeal by the "esop," which she thus describes:—

Placing one of the scrolls in the spout of the teapot, the man now explained to me that if the paper held written on it the name of the thief the vessel would give a sign; and so amid the breathless surprise of the whole throng he proceeded to reel off rich sounding incantations. We watched with all our eyes while two papers passed through the ordeal. Then when it came to the third the teapot with a calm deliberation made a complete semi-revolution and almost fell from their hands. An exclamation of intense interest burst from the onlookers, the inspector put the paper to one side, remarking that was the thief; and the fourth was tried, with this one also the teapot swayed pointedly, at the fifth it remained immovable. Apparently two of my servants were thieves the policeman now told me; and their names were written on those papers. I appeared profoundly impressed, but to make the conviction more absolute I said I would like to shuffle the papers and see if the teapot would a second time give the same result; he consented and that sagacious little article jibbed at exactly the same two names as before.

THE BAMBOO ROD ORDEAL.

The writer quotes a European gentleman, who thus describes the detection of a thief who had stolen money from a grocer. The mullwallahs, three dark complexioned Hindus, arrived, with a brass pot and two long well-oiled bamboos. All the ryots and servants were assembled before them. The mullwallahs first dipped themselves in the river, then, wet as they were, stood on either side of the brass pot, on which they crossed the two bamboo rods. Then two men were picked out from the retainers to hold the bamboo rods or nuls, one in each hand.

Then the leading Hindu commenced to repeat some Sanskrit verses. In about ten minutes he asked, Are you there? If so, stand up. To the horror of us all, the two rods rose as if an unseen power was in the centre, lifting them, until they formed an arch, drawing the two Sikhs closer together. Then the bamboos lengthened out again, putting the Sikhs back with main force into their former positions. If you obey the power with me, move, was the order of the presiding mullwallah. Instantly the rods twisted and turned several times violently; then moved forward at a brisk rate, the Sikhs having to keep up at a trot. The nuls, in the shape of an arch, passed over the heads of all the seated tenantry, then over the Sikhs and Afghans, without stopping; then, when at the end of the line of seated ryots, passed off towards the south, dragging the two Sikhs, who held the rods, at a smart pace. In five minutes we entered a small collection of huts. The nuls stopped in front of the door of a house, and refused to move, although ordered by the mullwallah to do so. The call from the nuls to come out remained unanswered, so the door was opened and a young Hindu found in a corner. The nuls at once moved forward and caught him round the throat. This, explained the mullwallah, is the culprit. He stole the money.

The lad's father came forward and promised to make good the grocer's loss.

INFANT HANDWRITING.

WARNING TO TEACHERS AS TO SOME DANGERS.

The application of modern science to education is illustrated by an interesting paragraph which appears in the London County Council Gazette, as an instruction to headmistresses and teachers in the psychology of teaching infants how to write.

Two distinct processes are required for the act of learning by the sense of sight—the power of sight and the power of appreciation of the thing seen [says the instruction]. Difficulties arise in both processes in young children. To see in the sense of perceiving clearly, it is necessary that the image on the retina of the eye should be large. This can be obtained either by using large objects or by allowing the child to bring the object close to the eye.

Instruction in writing in infants' departments often leads to two bad habits; holding the hand so that the eyes are near the work with back bent and the chest contracted, and holding the pen with the hand in a strained position and the forefinger bent at a very acute angle. These habits are eradicated with difficulty, if at all, in higher standards. To avoid these risks the form of letter should be learned from large objects; the letters being built up by stick laying or piecing together rows of beads, etc., in the desired forms. Then the letter may be written by each child on a black-board big, sweeping movements, and later with chalk on brown paper.

THE WEATHER.

On the 14th at 11.55 a.m.—The barometer has risen considerably over the Northern Loo-Choo, and fallen moderately to slightly over Japan and the Bonins.

The depression which is still situated to the Eastwards of the Loo-Choo, continues to move slowly towards N.E.

The high pressure area lying over the continent to the North of the Yangtze valley is weaker, and the barometer is falling along the China coast.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 10 a.m. 10-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh to moderate; sea 2.—Forenoon Channel, same as No. 1. 3.—South coast of China between Hongkong and Lamooche, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METHEOLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 500 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 500 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 500 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 500 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being confirmed by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock Aberdeen.

Waglan San Ki Wan.

Stanley Sai Kang.

Cape Collinson Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour Office.

F. G. FINE, Observer.

10th July, 1910.

Intimation.

Powell's

NEW
FABRICS.FOR
CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW
DISPLAYED

IN

THEIR
SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

THE "SIBERIA".

PARTICULARS OF THE COLLISION.

As previously reported, the P. M. steamer *Siberia* which left Kobe on Sunday night (2nd inst.) for Hongkong, was compelled to put back into port soon after starting owing to a collision which occurred off Suma between that vessel and a small Japanese steamer, at a quarter past twelve.

The *Japan Ch. Ono's*, in its Tuesday's issue, says: It seems that about midnight, about two miles after passing Wada Point, a red light was seen about ten degrees on the starboard bow. The *Siberia's* course was maintained until a green light became visible, and then again a red light. Thereupon the *Siberia's* course was altered slightly to starboard, the lights then showing red to red. Suddenly, the on-coming steamer's course was again changed, showing a green light, and she blew two blasts. At this juncture, to avoid a collision the *Siberia's* engines were reversed, and three blasts sounded, the other vessel still showing a green light.

On leaving port the *Siberia* had passed the *Tomakima-maru*, also outward-bound, and while this was occurring she was following the *Siberia* a short distance behind, on the starboard side. The Captain of the *Siberia*, seeing that a collision was inevitable, stopped the engines to lessen the force of the impact. The *Tomakima-maru* however, continued to come straight on, apparently without even endeavouring to turn aside, and struck the *Siberia* amidships, twelve feet before the engine-room bulkhead, opening one plate, its full width, and denting a plate above and below, besides buckling three deckbeams. Fortunately the damage was just above the water-line, and as an immediate inspection showed that no serious consequences were to be feared, and the *Tomakima-maru* appeared to be in no danger, the *Siberia* put back to port and anchored off Wada Point. The *Tomakima-maru* also put back to port, with eleven of her plates badly buckled. At the time of the accident Captain Bischof, in and for pilot, was on the bridge of the *Siberia* and with him were Captain Zeder, and the third and fourth officers.

In the opinion of the pilot, if the *Tomakima-maru* had ported when she saw the *Siberia* porting, the collision might easily have been avoided, as the *Tomakima-maru* had plenty of room from the *Siberia* (about one and a half miles), making the collision possible. The accident is attributed solely to the confusing manner in which the steamer ahead changed her course; from port to starboard, and vice versa, not giving any definite indications of the direction she desired to proceed until too late.

The damage to the *Siberia* was temporarily repaired yesterday, a new plate being inserted, and the two bent plates straightened out.

THE R. G. A.

PROMOTION OF OFFICERS.

THE POSITION WORSE.

Some time ago, the military correspondent of the *Globe*, called attention to the question of promotion in the commissioned ranks of the Royal Garrison Artillery. The matter has not been left there, for the same correspondent writes another very strong article to the same paper, in which, referring to the first ventilation of the subject, he remarks:—It was hoped that Mr. Haldane and his responsible advisers would have been able to see their way to an early consideration of what is admittedly a genuine grievance; a grievance that bears hardly on the officers of a branch of the service whose superior educational attainments and professional qualifications entitle them to every possible consideration; and one that is fraught with no little danger to the efficiency of the Army.

Despite the so-called "sympathetic" consideration given to the matter by Mr. Haldane, the writer says the position of R.G.A. officers has become worse, and he proceeds:—There are no officers in the British Army better educated in a general sense better equipped professionally, or more earnest and zealous in the performance of their duties than those of the Royal Garrison Artillery. There is no branch of the service in which a higher standard of entry maintains than in the Royal Regiment; and it might have been thought that the dictates of ordinary wisdom, let alone a sense of justice, would have prompted those responsible for the efficiency of the Army to have before this found some solution of a grievance which is common knowledge in the Army, and the standard topic of conversation in every Royal Garrison Artillery mess. The present state of affairs is more than sufficient to damp the ardour of the most enthusiastic. It is already having its effect on the junior officers of the Royal Garrison Artillery, a branch of the Army to which it is most desirable to attract the best educated of those who aspire to the King's commission. Its officers have too high an appreciation of discipline, and of the good name of the regiment, or they might have been tempted, ere this, to combine to bring outside pressure to bear, in the manner that has been so successful in the case of the medical and veterinary departments of the Army.

THE BLOCK IN PROMOTION.

It is no exaggeration to say that at the present moment there is an absolute block in promotion in the commissioned ranks of the Royal Garrison Artillery. It is not due to normal fluctuation, but to a variety of circumstances over which the officers of the corps themselves have had no sort of control. These causes include the large influx of officers due to the increase in the regiment brought about by the exigencies of the South African War, during which many fresh batteries and ammunition columns were raised. Other causes are the reduction of the Royal Garrison Artillery by five thousand men in four years; the abolition of the posts of

adjutant in the old Royal Garrison Artillery Militia and Royal Garrison Artillery Volunteers, since disbanded or converted into Royal Field Artillery; the large promotion of captains extra-regimentally employed compared with the promotion in the higher ranks; the raising of the limit of age for the retirement of majors from forty-eight to fifty; and by appointments formerly held by captains being now filled by senior subalterns, thereby involving the former becoming supernumerary. It is unnecessary to dwell here on these various causes, or to ask whether their effect is of a temporary nature or not. It is sufficient that an unusual state of affairs exists, from which to use the words of Mr. Haldane, the officers have suffered a great deal of hardship. Is the right honourable gentleman content to merely allow nature to take its course?

A HOPELESS SITUATION.

There are now over two hundred lieutenants in the Royal Garrison Artillery with over ten years' service. Their only pay for uniform is considerable, and their pay is that of the ordinary minor. In spite of Mr. Haldane's assertion that there is no reason to suppose that these two hundred young officers will continue subalterns all their lives, it is safe to say that until they are disposed of the block will remain. Assuming promotion were to commence forthwith, the most favourable normal flow could not result in more than the promotion of more than some ten to twenty annually. As a matter of fact, there has been no promotion since May, 1908, so that there is every probability of the majority of the present subalterns continuing in their present rank till they die. It is useless Mr. Haldane contending that the block is only temporary, and will soon pass away; there is no justification for the right honourable gentleman's admirably sanguine temperament. The block has only just begun, and cannot possibly pass away until removed by means which it is in his power alone to promote.

THE REMEDY.

Exceptional diseases demand exceptional remedies; add in our opinion the case of the Royal Garrison Artillery, calls for immediate consideration, with a view to the speedy amelioration of the present untenable state of affairs. It is the bounden duty of Mr. Haldane to do something to improve the position of those officers unless he wishes them to resign wholesale. Is the right honourable gentleman going to disavow the promises he has made? Is he going to take no steps to redeem the pledge given by the War Office to the officers of the Royal Garrison Artillery at the time of the separation of the regiments? It is due to these officers that the authorities should do something more than tell them they have suffered in the past, and that nature in the course of time will restore the question of the wrench of leaving their profession and the difficulty of obtaining employment in civil life, this stagnation of promotion means enforced celibacy for those who do not happen to possess private means, and puts a prohibition on the possibility of any of them ever attaining high command. There are several remedies, of which we suggest one—extend to the Royal Garrison Artillery the same privileges which have been conceded to the Indian Army and the Royal Engineers, and grant automatic promotion or brevet to lieutenants, captains, and majors of a certain length of service. Something, however, requires to be done, and that without delay.

Intimations

SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles 50.30

Dose 3.25

Case 50 Bottles 17.50

" 60 " 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned TO-MORROW, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents.

Hongkong, 14th October, 1910. [627]

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION,

on

THURSDAY,

the 20th day of October, 1910, at 12 o'clock Noon, at their Auction Rooms in Ice House Street,

THE VALUABLE LEASEHOLD PROPERTY,

IN ONE LOT,

known as Nos. 2, 4, 6, 8, 10, 12, 14 and 13, Li Sing Street, Victoria, Hongkong.

The property consists of all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the Remaining Portion of Marice Lot Number Seventy-one and now known as Nos. 2, 4, 6, 8, 10, 12, 14 and 13, Li Sing Street, Victoria, Hongkong.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, No. 1, Des Voeux Road Central, Hongkong, and also from the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong, 8th October, 1910. [647]

Intimations.

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley TOMORROW, the 15th October, 1910, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

At the conclusion of the racing the following prizes will be put up for auction.

"LLAMA CHIEF,"

"JOCK SCOTT" (late Palm Tree).

"RUFUS,"

"HINTON."

REGINALD F. O. MASTER, Hon. Sec. and Treasurer.

Hongkong, 14th October, 1910. [652]

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

A.E. Sir HENRY MAY, K.C.M.G.

H.E. Major-General BROADWOOD, C.B.

Commander EYRES, R.N.

AN ENTERTAINMENT

will be given at the CITY HALL,

TO-MORROW, OCTOBER 15TH, and MONDAY, OCTOBER 17TH.

Seats may be booked at The Robinson Piano Company on and after Monday, October 3rd.

Hongkong, 14th October, 1910. [654]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.00 per quarter is charged for postage to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as herebefore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908. [657]

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th Oct., 1910, 100 cts. per 5 Mes.

BUTCHER MEAT.

Beef steaks and prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shin

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Shin—Ngau Lam

" Sausages—Ngau Yuk Chating

Ballocks' Brains—Kaoow..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sam

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mel

" Liver—Ngau On

" Tripe (dressed)—Ngau To

Calves' Head and Feet—Ngau Chai-

tau-keok..... per set

Mutton Chop—Yang Pal Kwai

" Leg—Yang Pal

" Shoulder—Yang Shan

Pigs' Chikilings—Chi cheong

" Brains—Chi Kow..... per set

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sam

" Kidneys—Chi Yiu

" Liver—Chi Kon

Pork, Chop—Chi Pal Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Pal

" Fat or Lean—Chu Yau

Sheep's Head and Feet—Yang Tau

Keok

" Heart—Yang Sam

" Kidneys—Yang Yiu

" Liver—Yang On

Sacking Flgs. To Order—Chu Chai

Suet Beef—Sang Ngau Yau

" Mutton—Sang Yang Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Shi Kai

Ducks—Ap

Doves—Fan Kan

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Halaan—Hoi Nam Kai

Geese—Nga

Geese, Wild Shanghai—Sheng Hoi Ye

Nga

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shai Kai

Pigeons, Canton—Pak Kup

" Hollow—Hollow Pak Kup

Quail—On Chan

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chai

Turkeys, Cock—Fo Kai Kung

" Hen

Wild Ducks, Shanghai, Set-ap

Teal, Shanghai, Set-ap

Wild Ducks Canton—Sang Shing Sai

Ap

FISH.

Barbel—Ka Yu

Bream—Shi Yu

Canton Fresh Water Fish—Hoi Shi Yu

Carp—Li Yu

Gardfish—Chai Yu

Goldfish—Mun Yu

Grass—Hal

Grass—Hal

Grass—Hal

Grass—Hal

Grass—Hal

Grass—Hal

Grass—Hal

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Grass—Hal

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Calves' Head and Feet—Ngau Chai-

tau-keok..... per set

Mutton Chop—Yang Pal Kwai

" Leg—Yang Pal

" Shoulder—Yang Shan

Pigs' Chikilings—Chi cheong

ALLEGED ASSAULT BY DOCK MANAGER.

HOW THE TABLES WERE TURNED AT THE MAGISTRACY.

Before Mr. J. R. Wood, in the Police Court this morning, Kwai Pak, a filer in the Hongkong and Whampoa Dock Company, summoned M. J. J. Graham, Works Manager of the Company, for alleged assault on Sunday last. Defendant issued a cross-summons for assault. Mr. P. S. Dixon, from Mr. R. A. Harding's office, appeared for the complainant and Mr. W. E. L. Kheon, of Messrs. Deacon, Looker and Deacon, was for the defendant.

The facts of the case having been briefly outlined the complainant stated that he earned 80 cents a day of nine hours. On Sunday last, he went to work at 7 a.m. He was told by the No. 1 filer to go on board the *Kowloon*. He had to go down off a steam-launch alongside the wharf. He went with four others, who brought tools with them. He had no tools. He was late that morning. When he got to the wharf, a coolie came up with the tools and the steam-launch was already leaving, the bell having been rung. He was unaware that the defendant was on the wharf. He was struck three times and kicked by the defendant. He did not call upon the steam-launch to stop. He did not know why the defendant struck him. The blows dealt him were heavy blows. He was not carrying a pole and did not see anybody doing so. After he was struck he ran away. He came back shortly afterwards and went on another launch. When he returned to the wharf next morning, the inspector sent for him and he feeling him gave him his hat. He complained to the defendant, but the latter suspended him.

Cross-examined, complainant stated that he never heard of criminal proceedings being taken against certain coolies. He was only on the wharf for three minutes. He did not know whether there were other people on the wharf beside him and defendant, as his attention was on the tools. The people in the launch might have seen what was happening on the wharf. They could see from all parts of the launch. Defendant did not tap him but struck him. Defendant did not speak to him. He was struck with the back of the hand twice. He looked up at the defendant and the latter smacked him again and kicked him. Defendant was standing behind and struck him in that position. The third time he was struck he was on the point of picking up his instrument. He did not run towards the defendant, he dared not, as he was afraid he would be struck. No Chinese detective snatched a pole from him. When the defendant kicked him he used great force. He did not flag his arm on the defendant and did not strike the latter two blows.

Another filer still in the employ of the Dock Company gave corroborative evidence. Defendant stated that he had been in the service of the Dock Company for the last thirteen years. Certain proceedings had recently been taken against a number of the Company's coolies. On Sunday last, he went to the wharf and found that the harbour launch had not left. It was 7.15 at the time and the launch ought to have left by that time. He ordered the man in charge of the launch to get away immediately, when the complainant started shouting at the coolies and quickly ran big him on the shoulders, asked him what the matter was. Complainant said "something" which witness did not understand, but one of the men on the wharf told witness that complainant wished to put some gear on board. Witness said "If you want to do the thing, do it quickly." He also said "Faiter!" but the man stood there and did not attempt to put the gear on board. The complainant swung round with his left hand and his fist caught him in the stomach. Just as he was about to step into the launch, the complainant sprang at him. He warned off the blow with his right hand and was struck with the left. He swung the complainant off with his right hand and at the same time pushed him off with his foot. Witness then got into the launch and the defendant made off, but soon appeared with a pole which he obtained from a filer and made with the weapon for him. A Chinese detective came up from behind and took the pole from complainant's hands. After the launch had got away, witness sent for complainant but the latter could not be found. Next morning he returned to work but was suspended.

The case against the defendant was dismissed. Complainant was fined \$10 on the cross-summons.

HONOUR FOR HONGKONG MEDICO.

Dr. JUSTI, RECIPIENT OF PORTUGUESE ORDER.

Dr. Karl Justi, of the firm of medical practitioners of H. Muller, Justi and Hock, is another local citizen to be honoured by King Manuel II. of Portugal with membership of a Portuguese Order. From a private letter received in Hongkong by a Portuguese gentleman by the Siberian mail this morning, we learn that Dr. Justi has been created a knight of the Order of "Conceição," the sanction of H. J. M. the Kaiser having been first obtained for the conferring of the distinction upon the popular German medic. Dr. Justi's neighbourhood is situated in the *Diaria do Governo*, of Lisbon, No. 207 of 17th September, 1910.

We understand that Dr. Justi's professional services to the section of the Portuguese community who really stand in need of medical advice and who are unable to adequately pay for such skilled assistance, have been greatly appreciated by the people who have been placed under obligations to him. Those services have been brought to the notice of King Manuel by Portuguese gentlemen placed in high positions of authority and who, accordingly, command great influence. By virtue of their representation Dr. Justi's benevolent treatment of the indigent members of the Portuguese community has not received some recognition. We feel certain the news will be received with general satisfaction throughout the Colony.

A similar honour was conferred upon a former partner of Dr. Justi, Dr. P. Kreig, at Shanghai three years ago.

EXCESS OF PASSENGERS.

GERMAN SKIFFER HEAVILY FINED.

Before Commander Basil Taylor, R.N., at the Marine Magistrate's Court, this morning, Lieut. Serjt. Jackson prosecuted F. W. M. Von Pilgrim, master of the German s.s. *Lysimachus*, for unlawfully having on board within the waters of the Colony, a number of passengers which, having regard to the time, occasion and circumstance of the case, was greater than the number allowed by her passenger certificate at 7.15 on the 11th inst.

Serjt. Jackson stated that, at 7.15 p.m., on the 11th inst., he and L. S. Pattison boarded the *Lysimachus* off West Point, on her anchorage. He went to the master and told him that he wished to count the passengers on board. He then counted the passengers in the presence of the second mate. There were 697 deck passengers, and 12 saloon passengers. The number was made up as follows:—

277 'tween deck No. 2.
112 poop.
58 boat.
177 'tween deck No. 1.
34 deportees under fore bridge.
33 boys.
28 girls.

He then went to the master again and asked if he was satisfied with the count, and he replied "Yes".

The next witness was George Macdonald, who said that he went on board the *Lysimachus* at 11 a.m. on the 12th inst. He examined the passengers' accommodation. He found in the No. 1 'tween deck sufficient space for 80. The remainder of the space was filled with cargo. No. 2 'tween deck was filled with cargo. No. 3 'tween deck were entirely clear of cargo and that could accommodate 172 passengers. This space, sufficient for 253 passengers, was all the space available on the 'tween decks. In addition, the deck houses, outside of the saloon, consisted of 100 seats, and gave accommodation for 2,000. There was available accommodation for 8 in the companion way, and in the saloon for 19, making 300 altogether, he actually measured the space left available.

By the passenger certificate, the ship was only allowed to carry 724 passengers, i.e. 698 in the 'tween decks, and 26 in saloon.

The defendant stated that he told his charter in Saigon not to send too many passengers on board, as he had only room for about 300 on the 'tween decks. He replied that the rules only applied to carrying passengers from Hongkong. That he could send as many as he liked to Hongkong. Witness told him that he was wrong, but he insisted.

The Court found the charge proved and inflicted a fine of \$1,000.

Messrs. Wing Hang & Co. are the agents for the steamer in Hongkong.

THE OIL MARKET.

TWO GREAT CORPORATIONS IN FIERCE FIGHT.

The severance of the agreement between the Standard Oil Company, and the implied declaration of open war—facts which were conveyed in a brief cable from London to the *Straits Times* the other day—are being felt in a very material way in Singapore. The change of relations between the two great corporations has been making its influence felt for the last month in the form of a sharp and deliberate cutting of prices.

The American company set the pace at first by cutting in a small way all round, but the Petroleum Company retaliated by undercutting the reduced rates. Since then, the latter has practically called the tune, and a pretty lively war it has been, and the other company, in order to keep a grip on the market, is forced to dance to it. The prices of the commodities of both concerns have come rattling down, until now they are fully 40 per cent. lower than they were a month ago. Throughout the struggle the Asiatic Company has consistently maintained the lead and at the present moment its prices are from 15 to 20 cents below its competitor's.

So hot has the pace become within the past week or so, that the S.A. and Oil Company has reduced the rates for its Devos-kerosene by about a dollar per case of eight gallons. But, even after that the Asiatic company still has the lead.

A SPECULATIVE DEMAND.

The effect of this cutting has been a much increased demand for oil. The sales of both companies have gone up at a furious pace but that does not necessarily imply a correspondingly increased consumption. The big demand is looked upon as a speculative one.

So far as can be seen at present this rate-war is more or less a local affair. The Indian markets, where the Burmah Oil Company is a third considerable factor, do not seem to have moved much up to the date of the latest advices. China seems to be similarly situated.

We understand that previous to the breaking of the combine the tax of 5 cents per gallon on petroleum had had the effect of reducing the consumption in the colony. As the present cutting of prices now seems, however, to have had the effect of increasing it, it is apparent that the colony's finances will benefit by the rate-war.

How or when the struggle will end, it is impossible to forecast. So long as the struggle is a local one, even if its location extends to the whole of the East, it may be protracted for a long period. Should it be a universal affair, however, its progress will become infinitely more doubtful. Those acquainted with the affairs of the oil world see in this war another epoch in the Standard Oil Company's policy of fighting for the monopoly of the whole world's markets, a policy which it is the object of the Asiatic Company to resist to the end.

COMMERCIAL.

13th October, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/3
Anglo-Java	7 1/2
Anglo-Malaya	24 1/2
Balgownie	5/3
Batu Tigar	100/-
Bertams	7/-
Bokit Kajangs (pp.)	46/-
Carey Uniteds	20/- prem.
Castlefields	120/-
Changkat Serdangs	59
Cheras (part paid)	8 prem.
Do. (fully paid)	18
Damansaras	15 1/2
Eastern International	14 1/2 prem.
Glenclys	5 1/2
Highlands and Lowlands	107 1/2
Indragiris	5 1/2
Kamunings	5 1/2 prem.
Kuala Lumpur	160/-
Landroos (fully paid)	—
Landroos (ppd.)	—
Ledburys	75/-
Lloggis	45 1/2
London Asiatics	17 1/2
London Ventures	6/-
Merlimans	6/-
Pajamas	5 1/2
Pegohs	3 1/2
Rubber Trusts	20/- prem.
Saggas	270/-
Sandycrofts	5 1/2
Sapongs	24 1/2
Seafields	6 1/2
Shelfords	70/-
Singapore & Johore	5 1/2
Sumatra Paras	10/-
Sungel Obubs	97 1/2
Sungel Kapats	14 1/2
Tangkabs	3 1/2
Tongkangs	3 1/2 prem.
United Serdangs	102 1/2
United Singapore	5 1/2
United Sumatras	8 1/2
United Langkats	80/-
Duffs	14 1/2
Troongs	34 1/2
Para Rubber	6 1/2 per lb.

RUBBER SHARE MARKET.

Hongkong, 14th October.

The movement in the Rubber Share Market during the week has been somewhat erratic. It sympathy with an advance in the price of the raw product from 5s. 10d. to 7s. early in the week, all leading shares soared up only to drop again when the price for Fine Hard Para came lower subsequently. Over the balance for the week, however, prices, speaking generally, show a slight improvement.

The closing quotation for Rubber is 6s. 1d. per lb.

Anglo Malay's improved to 25/- during the early part of the week but at the close are easier at 24 1/2.

Allagars were taken off the market at 5 1/2 and 5 1/3, closing with sellers at the latter price.

Eastern International's after sales at 12 1/2 improved to 16/- during the middle of the week, but at the close have receded and can probably be had at 13 1/2.

Liggies are on offer at the slightly reduced rate of 4 1/2.

London Ventures were reported sold at 6/- and more are on offer.

Me. limaus have changed hands at 6 1/2 and 7/-.

Ledburys have risen to 75/- at which price they close steady.

London Asiatics have strengthened to 17 1/2 at which price they are on offer.

Tangkabs continue quiet at 3 1/2.

United Serdangs have again experienced some slight fluctuations, having risen during the latter part of the week from 102 1/2, but at the close have receded and buyers only offer 100/-.

United Sumatras are on offer at 8 1/2.

Sumatras Paras after sales at 10/- are on offer at 11 1/2.

Bertams, after sales at 6 1/2 and 7/- are offering at the reduced rate of 6 1/2.

Castlefields have risen to 120/-.

Highlands and Lowlands can probably be placed at 107 1/2.

Kuala Lumpurs have strengthened to 160/-.

Kamunings have small inquiries at 5 1/2 prem.

Batu Tigas have advanced to 105/- at which price they are on offer.

Balgownie have buyers at 5 1/2.

Changkat Serdangs after improving to 59 are weaker and on offer.

Ayer Panas advanced to 58 1/2 during the early part of the week, but at the close have sellers at 57.

Pajamas remain fairly steady after sales at 5 1/2.

Glenclys strengthened to 5 1/2 at the opening of the week, and buyers offered 5 1/2, but at the close are easier with sellers at 5 1/2.

Indragiris are nominally quoted at 5 1/2.

Pegohs have risen to 3 1/2 after sales at 3 1/2.

Sandycrofts have improved to 5 1/2.

Singapore and Johore are slightly higher and can probably be placed at 5 1/2.

United Singapore have changed hands during the early part of the week at 5 1/2, but have since improved to 5 1/2.

Pantals are quiet at 5 1/2.

Alor Gaj's have buyers at 5 1/2.

New Serendahs can probably be sold at 5 1/2.

Troongs (tin mines) have kept fairly steady at 34 1/2. Shell Transports rose to 85/- closing easier at 80/-.

Exchange.—The Bank's closing T.T. quotations are as follows:

On London 1/10 1/2

On Shanghai 7 1/2

On Singapore 7 1/2

On Hongkong 7 1/2

On Yokohama 7 1/2

On Manila 7 1/2

On Cebu 7 1/2

On Batavia 7 1/2

On Hongkong 7 1/2

On Shanghai 7 1/2

On Singapore 7 1/2

On Hongkong 7 1/2

On Shanghai 7 1/2

On Singapore 7 1/2

To-day's Advertisement.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London &c., ex s.s. *Macdonald*.
From Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th October, 1910.

COMMERCIAL.

YARN MARKET.

Hongkong, 14th October.

Since our last report of the 1st inst., per s.s. *Delhi* our yarn market has continued very strong, and during the first interval business had been done of a very good lot of 7,000 bales with a further increase of \$1 to \$1 1/2 all counts.

During the latter part of the fortnight the holders having received intimation of a scarcity of cotton in Bombay for the immediate consumption of mills there, and the rates for spot yarn especially in 20s having considerably increased, they remain very firm and demand such high rates, which the Chinese buyers do not dare to pay as they find exchange so very favourable for the sellers and a sudden financial crisis has come out by the suppression of business by several big Chinese bankers at Shanghai which has a very depressing effect in our money market.

Although there is less inquiry at present we close with a firm market.

Total Sales 7,500 bales.

Unsold Stocks 24,000 bales.

\$1 1/2 but not delivered in the Godown and to arrive 30,000 bales.

No. 6—With a little increase in the price, a good lot has changed hands in this count.

No. 8—No business has passed for this yarn.

No. 10—Keen inquiry has continued and a large business has been done than in any other count.

No. 11—A moderate demand has come out with a rise of \$1 to \$1 1/2.

No. 15—Has found buyers in only a few well known shops at a slight advance.

No. 20—Owing to inquiry from outports, a good demand has sprung up and business has been done with an increase of \$1 to \$1 1/2 especially in best favourite chops.

Arrivals.—The Mail Ste. *Dr. Dranka* and extra ste. *Bomb. y. Naru* and *India* from Bombay, and ste. *Kulmiz* from Calcutta have brought in 8,400 bales for Hongkong, and 3,500 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports &c. amount to about 2,500 bales.

Local Mill.—Sales: 35 bales of No. 8 at 11 1/2 and 200 bales of No. 10 at \$127 to \$129.

Japanese Yarn.—Has been altogether neglected owing to very high rates in 20s asked by the holders.

Shanghai.—Has continued active and good business has passed with an increase of 1/2 to 1 to 1 1/2.

Raw Cotton.—Bengal no sales are effected during the interval. Quotations are \$32 to \$35. Balance 470 bales.

Chinese.—A lot of 150 bales was sold at \$36 1/2 to \$37 1/2; balance 180 bales. Quotations \$34 to \$38.

Ruppes T/T 138 1/2. Ruppes D/D 138 1/2. Sterling D/D 1/10 5/16. Sterling 4m/1 1/10 9/16. Shanghai T/T 7 1/2. Japan 9 1/2. Bar Silver 25 1/16.

Polishwalla & Kotwall,
Cotton & Yarn Brokers.

FOOTBALL LEAGUE.

FIRST DIVISION.

The first round in the above league competition takes place to-morrow, and will be played at the Happy Valley; the kick-off will be at 4.30 p.m. sharp.

Hongkong Football Club vs. "Buffs" at the Club Ground. Referee: Quarrier-master Serjt. Barnfather.

Royal Engineers vs. Kowloon Football Club, at the Military Ground. Referee: Gunner Marsh.

Naval Yard vs. Royal Garrison Artillery, at the Naval Ground. Referee: Serjt. Edwards.

Events Coming.

Saturday, 15th October.

Canton Insurance Office, annual meeting, noon.

Gymkhana Club, fifth meeting, Race Course, 3.30 p.m.

Football, at Happy Valley. Variety Entertainment, City Hall "Bedford" Relief Fund.

Monday, 17th October.

Variety Entertainment, City Hall "Bedford" Relief Fund.

Concert at Seaman's Institute.

Harmston's Circus, Causeway Bay.

Thursday, 20th October.

Property Sale, Hoggas and Hoggas.

Legislative Council meeting, 8.30 p.m.

Intimations.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
BEER
AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:
4 Doz. Quarts \$12.00 per case.
8 Doz. Pints \$13.50 " " " " " "

OF ALL
WINE
MERCHANTS

WANTED.

AN ANGLO-CHINESE ASSISTANT
TEACHER for the DIOCESAN
SCHOOL.

Apply to —
THE HEADMASTER.

Hongkong, 14th October, 1910. (619)

Intimations.

APPLES!

"TASMANIAN STURMERS"

of

EXCELLENT QUALITY

20 cents per lb.

THE DAIRY FARM CO.,

LIMITED.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th March, 1903. (619)

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

GRAND OPENING NIGHT: MONDAY, OCT. 17th, at 9 p.m.

LOCATION: CAUSEWAY BAY.

Our New All Star Company of London and Continental Artists

30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, Oct. 29th.	"ALLAN LINE" FRIDAY, Nov. 25th.
"MONTEAGLE" TUESDAY, Nov. 27th.	
"EMPRESS OF INDIA" SATURDAY, Nov. 19th.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, Dec. 17th.	"EMPRESS OF BRITAIN" FRIDAY, Dec. 16th.
"EMPRESS OF CHINA" SATURDAY, Jan. 14th.	"ALLAN LINE" FRIDAY, Jan. 13th.
"MONTEAGLE" WEDNESDAY, Jan. 15th.	"ALLAN LINE" FRIDAY, Feb. 10th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOFF, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUMSANG	.....	SATURDAY, 15th Oct., Noon.
SHANGHAI	LOKSANG	SATURDAY, 15th Oct., Noon.
SHANGHAI	HANGSANG	SUNDAY, 16th Oct., Daylight.
MANILA	YUNKSANG	FRIDAY, 21st Oct., 4 P.M.
TIENSIN	CHIPSANG	SATURDAY, 22nd Oct., Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 28th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Kumsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Simporan, Tawao, Dauskan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
General Managers.

Telephone No. 215.
Hongkong, 14th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LINAN"	15th Oct., Midnight.
MANILA	"TAKING"	18th " 4 P.M.
SHANGHAI	"CHINCHUA"	20th " 4 P.M.
SHANGHAI	"SUNGKANG"	21st " 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KUIHONG"	22nd " 4 P.M.
MANILA	"TEAN"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCTION FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA-TWINSOREW STEAMERS and TIENSIN-TWINSOREW STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SOREW STEAMERS (Akiel, Chonan, Lian, Chinan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAIRO	8540	A. Fraser	MANILA	SATURDAY, 15th Oct., at Noon.
ROBI	8540	R. Rodger	"	SATURDAY, 22nd Oct., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.

Telephone No. 36.
Hongkong, 14th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU".....	6,182	WEDNESDAY, 2nd Nov., at Noon.
V. MOJI, KOBE AND YOKO-	Capt. I. Goto		
HAMA	"TACOMA MARU".....	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA	Capt. H. Yamamoto		
V. MOJI, KOBE AND YOKO-			
HAMA			

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"DAIJIN MARU".....	SUNDAY, 16th Oct., at 10 A.M.
Y. Kaburaki		
ANPING via SWATOW and AMOY	"SOSHU MARU".....	WEDNESDAY, 16th Oct., at 10 A.M.
Captain Y. Yamamoto		
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU".....	THURSDAY, 27th Oct., at 10 A.M.
Captain Y. Fueno		

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th October, 1910.

S. HIROI, Manager.

Hongkong, 14th October, 1910.

Hongkong, 14th October, 1910.

Hongkong, 14th October, 1910.

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Hongkong, 14th October, 1910.

Hongkong, 14th October, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th October, 1910, at Noon, taking Passenger and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 26th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. A. HEWETT,
Superintendent.

Hongkong, 3rd October, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship "INDRAWADI,"

Captain W. Gray Williams, will be despatched at above on or about 13th Oct.

For Freight apply to
JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On board

Kumakura 6,231 G. B. McGill 19th Oct.

Aymara 4,305 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient lodgement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAVELL" SATURDAY, 23rd Oct., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 2nd October, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK ONLY.

S.S. "LOTHIAN" To sail hence on or about 24th Oct.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 14th October, 1910.

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 17th October, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 11th October, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above Ports on TUESDAY, the 18th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 11th October, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM,"

Captain St. John George, will be despatched at above on WEDNESDAY, the 19th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in the State-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th October, 1910.

Consignees.

FROM NEW YORK.

THE H.A.L. Steamship "ARAGONIA,"

Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th October, 1910.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 14th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 12th October, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BORNEO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th October, 1910.

Consignees.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on only if instructions are given to the contrary before No. 10 to-day.

Goods not cleared by the 10th October will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the receipt of the goods, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 13th October, 1910.

"SHIRE" LINE OF STEAMERS.
LIMITED.

FROM EUROPE.

THE R. M. S. P. Company's Steamship

"MONMOUTHSHIRE."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the receipt of the goods, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th inst., at 6 p.m. will be subject to rent.

All broken, chafed, and damaged Goods, must be left in the Godown, where they will be examined at 10 a.m. on the 15th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & Co., Ltd.
Hongkong, 13th October, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance has been effected.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th October, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 100/10 1/2

Do. demand 100/10 1/2

Do. 4 months' sight 100/10 1/2

France—Bank T.T. 100/10 1/2

Germany—Bank T.T. 100/10 1/2

India T.T. 100/10 1/2

Do. demand 100/10 1/2

Shanghai—Bank T.T. 100/10 1/2

Singapore—Bank T.T. 100/10 1/2

Japan—Bank T.T. 100/10 1/2

Java—Bank T.T. 100/10 1/2

6 months' sight L/C 100/10 1/2

10 days' sight S. P. & New York 100/10 1/2

4 months' sight do. 100/10 1/2

10 days' sight Sydney & Melbourne 100/10 1/2

4 months' sight France 100/10 1/2

6 months' sight do. 100/10 1/2

Bar Silver 100/10 1/2

Bank of England rate 100/10 1/2

Sovereign 100/10 1/2

Shipping and Mails

MAILED DUE.

American (China) 18th inst.

Canadian (Montreal) 18th inst.

German (Prinzess Alice) 20th inst.

Canadian (Empress of China) 20th inst.

American (Manchuria) 20th inst.

American (China) 20th inst.

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RUBBER STATE RETURN.

August Sept. Total.

Allagar 3,550 2,970 6,520

Alor Pong 2,379 2,018 4,397

Alma 1,900 1,100 3,000

Anglo Malay 52,654 59,163 111,817

Ayer Kuning 295 330 625

Ayer Molek 1,810 8,000 9,810

Ayer Panas 1,500 2,870 4,370

Bakong 8,000 7,651 15,651

Bakong 1,200 1,300 2,500

Bakong 3,400 4,133 7,533

Bakong 15,807 73,543 89,350

Bakong 6,315 9,602 15,917

Bakong 2,500 3,145 5,645

Bakong 1,200 1,300 2,500

Bakong 5,513 5,193 10,706

Bakong 35,005 27,613 62,618

Bakong 4,000 4,700 8,700

Bakong 873 1,423 2,296

Bakong 301 991 1,292

Bakong 12,350 11,250 23,600

Bakong 23,447 23,447 46,894

Bakong 1,500 2,157 3,657

Bakong 950 950 1,900

Bakong 78,166 78,166 156,332

Bakong 164,835 164,835 329,670

Bakong 23,000 26,000 49,000

Bakong 8,474 8,474 16,948

Bakong 2,400 3,385 5,785

Bakong 93,390 238,100 331,490

Bakong 6,500 48,750 55,250

Bakong 17,058 19,348 36,406

Bakong 33,100 34,445 67,545

Bakong 29,000 21,000 50,000

Bakong 2,001 2,331 4,332

Bakong 4,788 4,784 9,572

Bakong 10,073 9,180 19,253

Bakong 86,853 86,853 173,706

Bakong 10,800 20,800 31,600

Bakong 500 720 1,220

Bakong 11,000 12,000 23,000

Bakong 618 957 1,575

Bakong 1,100 4,009 5,109

Bakong 39,847 43,773 83,620

Bakong 10,521 12,895 23,416

Bakong 86 3,695 3,781

Bakong 100 100 200

Bakong 10,018 51,072 61,090

Bakong 20,170 21,180 41,350

Bakong 8,880 8,040 16,920

Bakong 3,950 4,099 8,049

Bakong 4,300 21,7 26,070

Bakong 2,2 83 85

Bakong 3,001 3,441 6,442

Bakong 3,870 2,717 6,587

Bakong 47,280 49,210 96,490

Bakong 15,416 20,548 35,964

Bakong 34,105 31,097 65,202

Bakong 10,038 10,633 20,671

Bakong 71,500 78,000 149,500

Bakong 17,018 18,678 35,696

Bakong 331 331 662

Bakong 27,000 13,000 40,000

Bakong 2,250 7,778 10,028

Bakong 605 1,020 1,625

Bakong 60 160 220

Bakong 16,300 17,000 33,300

Bakong 3,500 18,800 22,300

Bakong 18,070 27,754 45,824

Bakong 3,810 5,004 8,814

Bakong 13,600 8,444 22,044

Bakong 1,017 5,370 6,387

Bakong 1,797 6,679 8,476

Bakong 13,500 20,000 33,500

Bakong 2,000 2,050 4,050

Bakong 105 630 735

Bakong 7,700 6,415 14,115

Bakong 7,665 8,073 15,738

Bakong 4,830 30,000 34,830

Bakong 115,000 115,000 230,000

Bakong 9,301 58,383 67,684

Bakong 18,071 11,449 29,520

Linn, Br. s.s. 1,255, Wanchow, 14th Oct.—
Canton 13th Oct. Gen.—B. & S.
Lokang, Br. s.s. 978, Bowker, 14th Oct.—
Canton 13th Oct. Gen.—J. M. & Co.
Tamlag, Br. s.s. 1,350, G. Penfather, 14th Oct.—
Mailla 4th Oct. Hemp and Gen.—
B. & S.
Indrawal, Br. s.s. 1,360, W. G. Williams, 14th Oct.—
Keelung 13th Oct. Gen.—W. & Co.
Selja, Nor. s.s. 278, Olaf Lio, 14th Oct.—
Portland, Or. 5th Sept. Gen.—P. & A. Co.
Rutherglen, Br. s.s. 1,747, W. Gay, 14th Oct.—
Cardiff Coal.—Doddwell & Co.

Clearances at the Harbour Office:

Kailong, for Amoy.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOKAMI & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$15,000,000 \$16,000	\$3,019 3 0	£2 for first half year ending 30.6.10 @ ex 1/54 - \$22.45	5 X	\$290 \$286
National Bank of China, Limited.....	99,025	£7	£6	\$4,000 \$1,000,000	\$30,552	\$2 (London 1/6) for 1909	...	\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$15,000,000 \$16,000	none	\$10 for 1908	5 1/2 X	\$190
North China Insurance Company, Limited	10,000	£15	£5	Tia 22 1/2 Tia 308,644 Tia 137,508	Tia 205 19	Interim div. of 7/6 for 1909	5 X	Tia 112 1/2 sellers
Union Insurance Society of Canton Limited	12,400	\$250	\$100	\$1,000,000 \$15,000,000 \$16,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	X	\$37 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$15,000,000 \$16,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 X	\$195 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$15,000,000 \$16,000	\$438,406	\$6 and bonus \$2 for 1908	7 X	\$114 1/2 buyers
Hongkong Fire Insurance Company, Limited.....	2,000	\$250	\$50	\$1,000,000 \$15,000,000 \$16,000	\$26,318	\$27 for 1908	8 X	\$155
SHIPPING.								
China and Manila Steamship Company, Limited...	10,000	\$25	\$15	\$17,743 \$100,000 \$100,000	Dr. \$5,777	\$2 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$10	\$100,000 \$100,000 \$100,000	Nil.	\$2 for year ending 30.6.1908	...	\$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$20,766	Dividend of \$12 for 30.6.10	8 X	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£125,100 £100,000	£1,537.82	£6 for 1907 on Preference shares only @ ex 1/54 - \$5.154	...	\$58 sellers
Do. (Deferred)	60,000	£5	£5	£125,100 £100,000	£1,537.82	Final div. of 2/6 per sh. (comp. 1/4) making in all 4/6 per sh. for 1909 & ad. int. div. of 1s. per sh. on acc. for 1909	5 X	\$3 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 £1,000,000	£102,094	A dividend of 7 1/2 % for year ending 30.4.1910 & bonus of 5 %	6 X	\$43 \$40
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	\$1,159		...	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 X	\$145 sellers
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$135,893	\$5 for 1909	...	\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	£1,000,000 £1,000,000	£1,435	Interim of 1/5 for 1910 (coupon No. 14)	9 X	Tia 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£1,000,000 £1,000,000	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,000,000 £1,000,000	£4 1/2	\$1 per share 15th dividend	5 X	\$7 sellers
Oriental Consolidated Mining Co., Ltd	500,000	G \$10	G \$10	£1,000,000 £1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$30
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000 \$18,000	Dr. \$3,460	\$1.75 for year ending 31.12.08	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.....	60,000	\$550	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$264,847	\$2 1/2 for 1909	4 1/2 X	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$22,785	\$2 1/2 for half year ended 30.6.1909	...	\$49 sellers
Shanghai Dock and Engineering Co., Ltd.....	Tia 55,700	Tia 100	Tia 100	Tia 1,000,000 Tia 1,000,000 Tia 1,000,000	Tia 6,861	Final of Tia 3 1/2 making Tia 6 1/2 in all for year 30.4.1910	8 X	Tia 72 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited.....	16,000	Tia 100	Tia 100	Tia 1,000,000 Tia 1,000,000 Tia 1,000,000	Tia 9,222	Interim of Tia 3 for 1910	7 X	Tia 108 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	15,000	Tia 100	Tia 100	Tia 1,000,000 Tia 1,000,000	Tia 4,814	Tia 6 for year ending 30.2.10	5 1/2 X	Tia 97 sales
Central Stores, Limited	150,123	\$15	\$15	\$1,000,000 \$1,000,000	\$24,044	8 1/2 for 1909	8 X	\$123 sellers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000	\$1,277	\$2 on old shares \$1.51 on new shares for half year ending 30.6.10	5 1/2 X	\$109 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000	\$27,014	Interim of \$ 1/2 for 1910	7 X	\$74
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,472	45 cents for 1909	6 X	\$100 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,000,000 \$1,000,000	\$809	\$2 1/2 for 1909	8 X	\$7 1/2 buyers
Shanghai Land Investment Company, Limited	78,000	Tia 50	Tia 50	Tia 1,000,000 Tia 1,000,000	Tia 61,060	Interim of Tia 3 for 1910	6 1/2 X	Tia 111 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000	\$1,958	Interim of \$1.80 for 1910	8 1/2 X	\$89 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.....	20,000	Tia 50	Tia 50	Tia 1,000,000 Tia 1,000,000	Tia 10,991	Tia 11 for year ending 31.10.09	8 1/2 X	Tia 101 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$9,553	50 cents for year ending 31.7.08	...	\$34 buyers
International Cotton Manufacturing Company, Ltd.....	10,000	Tia 75	Tia 75	Tia 1,000,000 Tia 1,000,000	Tia 8,872	Tia 7 1/2 for year ending 30.9.09	10 X	Tia 50 sales
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tia 100	Tia 100	Tia 1,000,000 Tia 1,000,000	Tia 4,819	Tia 6 for 1909	10 X	Tia 50 sales
Say Ohee Cotton Spinning Company, Limited	2,000	Tia 100	Tia 100	Tia 1,000,000 Tia 1,000,000	Tia 11,172	Tia 25 for 1909	17 X	Tia 220 buyers
MISCELLANEOUS.								
Ball's Asbestos Eastern Agency, Limited	5,000	12/6	12/6	\$1,000,000 \$1,000,000	\$648	15 % per share for 1909	...	38 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	Nil.	60 cents for 1909	6 1/2 X	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000	\$50,241	60 cents for year ended 28.2.06	...	\$7.30 sellers
Do. Special shares	50,000	\$5	\$5	\$1,000,000 \$1,000,000	\$1,602	80 cents for 1909	10 X	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,890	\$1.20 for year ending 31.7.07	6 1/2 X	\$17 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	\$1,000,000 \$1,000,000	\$4,390	Interim of 15 cents per share for 1910	10 X	\$4.65 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12 X	\$12 sellers
H. Price & Company, Limited	120,000	\$10	\$10	\$1,000,000 \$1,000,000	\$12,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 X	\$11 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$9,616	Interim of \$1 per share for 1910	6 X	\$135
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000	\$9,170	Final of \$1 per share for 1909	9 X	\$20 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	Tia 12,083	Interim dividend of Tia 1 1/2 15th March	5 X	Tia 1,050
Maatschappij tot Exploitatie van Landbouw-erfplaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tia 1,000,000 Tia 1,000,000	Tia 12,083	Tia 12 1/2 15th June & Tia 15.00 15th Sept.	...	\$19 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$9,014	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.10	5 1/2 X	\$18 buyers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000	Pa. 18,649	None	...	\$18 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000		None	...	
Shanghai-Sumat & Tobacco Company, Limited	10,000	Tia 20	Tia 20	Tia 1,000,000 Tia 1,000,000	Tia 5,250	No dividend this year	2 X	Tia 112 1/2 sales
Societe des Papiers et Papeteries du Tonkin	1,200	Hyphong (Nominal)	25	none	none	First year	...	\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000	Dr. \$11,006	None	...	\$200 cutroc
Steam Laundry Company, Limited	20,000	\$25	\$5	\$1,000,000 \$1,000,000	\$127,86	10 % for year ending 31st May 1910	8 X	\$24 sales
Union Waterworks Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,915	60 cents for year ending 31.12.09	8 X	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000	\$342	15 % per ordinary sh. for year ended 31.5.10	5 X	\$17 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,041	35 cents for 1909	5 X	\$9 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,011	3 % for 1909	...	\$24 buyers
William Powell, Limited	15,000	\$7		\$1,000,000 \$1,000,000	\$762	None	...	\$2 buyers

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W. GALLAGHER,
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Hongkong, 6th October, 1910.

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 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
 11.00 a.m. to 12.15 p.m. ... Every 15 minutes
 12.15 p.m. to 1.15 p.m. ... Every 15 minutes
 1.15 p.m. to 2.15 p.m. ... Every 15 minutes
 2.15 p.m. to 3.15 p.m. ... Every 15 minutes
 3.15 p.m. to 4.00 p.m. ... Every 15 minutes
 4.00 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT CARS

6.45 p.m. and 9 p.m. to 12.15 p.m.
 every half hour.

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 9.00 a.m. to 10.30 a.m. ... Every 15 minutes
 10.30 a.m. to 11.00 a.m. ... Every 15 minutes
 11.00 a.m. to 12.00 noon ... Every 15 minutes
 12.00 noon to 1.00 p.m. ... Every 15 minutes
 1.00 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 7.00 p.m. ... Every 15 minutes
 7.00 p.m. to 8.00 p.m. ... Every 10 minutes

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SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

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CABINET-MAKERS AND ART DECORATORS,
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Have been patronized by the Hongkong
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 KWONG LOONG furnished the Amusements
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(Sd.) A. S. WATSON & Co.,
 15th May, 1910.

ORDERS promptly attended to, and
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AN INSPECTION INVITED.

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OUR WONDERFUL SELEC-
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CENTRAL.

HONGKONG, 12th May, 1910.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
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MARRIAGE.

On October 8, 1910, at Shanghai, Charles Frederick Liversy, second son of John Liversy, late of H. M. Service, Hongkong, to Lucy Young Beck, adopted daughter of Frederick George Beck, 1, M. Customs, Chungking.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 14, 1910.

PORTUGAL'S STRASS.

(8th October.)

Since the day of the French Revolution, no such portentous episode has occurred in Europe as that which at the present moment threatens to overwhelm the Kingdom of Portugal. Out here in Hongkong where the Foreign Press were among the pioneers and had established a settlement in Macao and Castro

before the Dutch or the British appeared on the scene, the news that is getting through from Lisbon is of absorbing interest as well as of alarm. Locally the most sincere regrets are entertained as regards the terrible trouble that has occurred in the Capital of our ally. It is not so long ago that the present King saw his father and his elder brother brutally murdered in the public streets and now His Majesty too, who has won his kingly dignities with honour since his accession, appears to be in imminent danger of maltreatment if not of loss of life. It is disquieting that reliable news has come through concerning the King's well-being but it is to be hoped that the young monarch is safe from the violence of those who have hitherto been the enemies of Portugal as a whole and behind this revolutionary movement. Rather we would hold the opinion that it has been engineered by a desperate cancan in Lisbon itself who have their own purposes to serve and are determined to carry them through even at the sacrifice of human life and of the dissolution of an ancient constitution. That there are existing in Portugal governmental departments corruption of a more or less virulent type will be admitted by the most fervent Portuguese subject who knows anything about the inner workings of administration in Lisbon. But it is not so difficult to suppose that abuses are going to be cut out by such violence as has been adopted by the Lisbon revolutionaries. The untenable head of Portugal's government was the young King. It is well known that his chief guide in the administration of State affairs was the Queen Mother, who is adored by every subject both for her mental and moral qualities and is revered far beyond the bounds of her son's realm. If the revolutionaries had adopted pacific measures in order to effect their aims there is little doubt that these would have been accomplished in due time. In the meantime the country is not ripe for the formation of a republic. There may be a band of clever men at the head of the revolution, but on the whole the country is as unready for a wholesale reversal of the governmental system as Russia was unprepared for the establishment and upkeep of a Duma. We trust that the dominance of the insurgents in Lisbon will shortly be brought to a period and that King Manuel will be installed once more in monarchic splendour, for we are sure that at the necessary improvements in the existing form of Government can be more efficiently accomplished under the old régime than under a process of violence that threatens to set brother against brother and to flood the country with bloodshed.

BRITISH PRESTIGE IN CHINA.

In all the Coast Ports of China, the British Government is admittedly slow in looking after the interests of her nationals. We in Hongkong do not need to go farther than Canton to find out such to be the case. Our Consular service is one of the best in the world, yet so tied down are they by red tapes of Foreign Office bureaucracy that the Consuls are often unable to extend a helping hand when such is due to a British subject. The time is not far remote when a well-known British subject, a merchant, assured the writer that whenever he wanted to proceed against a Chinese defaulter in Canton he found immediate relief through the agency of the United States Consulate more than through the Consular body which represented his own country. Happily these days have passed away and our Consular service in China cannot be excelled by that of any other nation although their powers may still be overshadowed by those of the French, the American, or the German consulates. On the whole, however, we have to welcome the fact that our Consular body is more independent of position in China than ever it was before. We in the Kwangtung littoral are still, of course, under the dominance of Shanghai so far as the judicial system is concerned, but it may not be ever thus. We fail to see why a British Chief Justice sitting in Hongkong should fail to have jurisdiction in extra-territorial cases throughout South China. But that is by the way. There are a few cases in the Two Kwang requiring the personal sitting of the British Chief Justice in China. If we remember right the last case of this kind occurred some six or seven years ago, when Sir Hiram S. Wilkinson passed the death sentence in Canton upon a British Indian subject on the capital charge. As it happened, that was the first occasion upon which the venerable Judge had to assume the black cap and in delivering sentence he broke down absolutely. Nevertheless the murderer was hanged. Apart from judicial jurisdiction, one important point on which the British Government fails is the upkeep of characteristic national institutions. For instance, there is the Post Office. On the Shame in Great Britain was notoriously behindhand as compared with both the Germans and the French. Now, however, our own people have apparently been injected into an endeavor to put our postal service in China into line with those of our trade rivals. As before announced, P. E. Sir Francis May stated at a recent meeting of Council that the British postal agencies in China, including Shanghai, would in future be administered by the Imperial Post Office. Says the P. and T. Times: "This will prove good news not only to the residents of Hongkong, who have had their annual burden increased by more than fifty thousand dollars through the deficits of these post offices, but also to British residents all over China, as it is an augury that better facilities may be expected in the future. British postal facilities have lagged far behind those of many other countries, particularly those of Germany, which offers facilities for correspondence and other mail matter between China and Germany of a character little realized by the British public. For instance, a letter of 20 grammes is sent to Germany for four cents, the same facility is offered by the British post office for letters to England, but there the comparison ends, as four cents more must be paid for each 20 grammes additional, whereas the German post office will send a letter of 20 grammes for eight cents, while a letter of that weight to England would cost 48 cents in the British post office. It is also to be hoped that the existing anomaly will be abolished, of using one ounce as the basis for London to the East whereas 20 grammes (about three-quarters of an ounce) is used as the basis of a letter from the East to London—a direct discrimination against British subjects in the Far East. There is still one other point on which an improvement is to be hoped for, as some quarters, that, in the sending of newspapers, the British post office for the moment, is however, not likely to be realized. The Siberian railway distinctly

on the idea of carrying heavy loads, as the excessive rates for baggage show. But if the British authorities will merely give the same facilities as the German post office does, then persons who wish to have papers sent out via Siberia may send them as letters up to a weight of 250 grammes per package at the nominal rate of eight cents. It is interesting to note that the Home authorities are at last taking cognizance of the importance that attaches to the maintenance of British prestige in China and that they are trying at least to keep pace with the formidable foreign rivals who combat us at every turn in the East.

THE IMPERIAL CHINESE CUSTOMS.

It is a peculiar fact that in some quarters the retirement of Sir Robert Hart from the Inspector-Generalship of the Imperial Chinese Customs was hailed as a sign of salvation amongst the Customs staff, and yet we have ever-growing signs that the passing away of the G.O.M. from the service is now being regretted by the very people who were anxious to see him vacate the headship of that body which he himself instituted. Tennyson talks of the "fiery white light which beats upon a throne." So in the case of Sir Robert Hart, his exalted position in the Imperial Customs subjected him to all manner of criticism, generally hostile, regarding his administration of that admirable body of public servants. Amongst scandal-mongers it used to be asserted that Sir Robert was used to mark for promotion among his staff not those who had shown exceptional ability as well as length of service but those who had family or other influences behind their backs. But anyone who knows the inner workings of the Chinese Customs must realise the fact that in that service "kissing does not go by favour." On the contrary, there have been increasing portents of dissatisfaction amongst the staff ever since Sir Robert Hart's departure from the scene of his life's work and of late there have been more resignations both in the in-door and out-door staff than there have been in any given period in the history of the Customs. The main cause for this is the slowness of promotion. Men who have served for, say, a dozen years find themselves overstepped by juniors of less than half their term and even older servants are subject to the same depressing conditions. Considering that the salary offered amounts only to \$75 for the first six months and that it does not exceed \$104 in the next half year probationary period, it is surely to be expected that men who have been recruited in Canton should be given an opportunity of getting away into outstation instead of being kept entirely to the routine of hard, unpleasant duty that prevails in the Capital of the Two Kwang. If nothing else is observed, seniority should count for something. Were such the case, there would be less discontent in the ranks of the Customs service, fewer resignations and assuredly a general trend upwards in the way of performance of daily duties.

CONJURING, DELUSIONS, AND THE DEVIL.

(10th October.)

Long, long ago, Pharaoh's wise men and sorcerers tried to outdo those "leaders of the Apura" Moses and Aaron in exhibiting the applied magic of the Egyptians. For when Moses boldly declared divine sanction for his demand on behalf of the Israelite people, Pharaoh demanded a miracle as proof of it, and we read that when Moses and Aaron cast down their rods they were changed into serpents, a trick which they easily paralleled by doing "in like manner with their enchantments." Although Aaron's rod swallowed up the rods of the Egyptians, Pharaoh appears to have been a sceptic about miracles, for we are told that he was not at all impressed by the superiority of the Jewish miracle worker over the wizards of Egypt. He was probably blasé, and looked on one miracle worker as being just as interesting or as boring as another, and in any case does not seem to have attached to such exhibitions the value given them not only by his contemporaries but by many men in every succeeding generation down to these days of Sir Oliver Lodge and other learned professors who appear to have failed to distinguish between the resources of modern conjuring and the manifestations of a supernatural agency. We ourselves have seen a trick very like that of the Egyptian priests before Pharaoh. An Indian conjuror played with a small cobra—quite a little one, barely more than nine inches long, and challenged any one in the audience to take it in his hand, at the same time assuring everyone that it could be done with perfect safety. Nobody seemed at all inclined to risk an experience which would be at best nasty—many had an uncomfortable feeling that the thing really was dangerous, and that the conjuror was trading on their fears. One gentleman, however, whose family motto was "Audemus Fortuna juvat," and who spent a good portion of his life in trying to find out whether Fortune really did favour the daring, and whether he was daring enough to deserve her favour, held out his hand and grasped the cobra. It was a "sure enough" snake, the disgusting clamorous hiss and its horrid wriggling admitted of no delusion. The gentleman opened his hand to throw it down, when the wriggling ceased, and the thing in his hand was seen to be a piece of cord with a knot at one end. He dropped it, after examining it carefully, and it had hardly touched the ground when it became a snake again, and was gliding along the verandah, when it was deftly caught up by the conjuror who put it into his bag. How was this done? By sheer blight of hand?

No, for the man who dared to lay hold of the snake felt it to be a snake, and the bystanders saw it in his hand, and saw it was a snake, and he suddenly felt that it was no longer a snake, but a bit of cord. Was done by wholesale hypnotism of all the spectators? We do not pretend to be a sufficiently reliable authority on hypnotism to discuss this possibility, further than to say that we have been assured by a student of the subject that such a form of hypnotism is possible, and has been practiced in the East from time immemorial. The East has always been regarded by the comparatively recently civilised races of Europe as the home of mystery. To most Europeans the East begins at Constantinople; some unkind people say that it begins where German ceased and Slavonic languages are heard. However that may be, it is undisputed that Asia is to us the stronghold of the mysterious, the keeper of the secrets of the unseen. Even now there are people who will gravely tell you of sacred and awful places in Tibet, inhabited by wondrous beings called Mahatmas. Not all the exposures published of the frauds of Madame Blavatsky and the Coulombs, of the ridiculous Theosophical pope, William Q. Judge, of the "shrine" at Adyar, of the "Papeasa" or "Popeas" of what we may call the Eastern Theosophic schism, viz Mrs. Besant, have availed to dispel the romantic delusion that somewhere in Central Asia a number of unreasonably old gentlemen practice white and black magic in the (to an ordinary mind) silliest and most inconsequent manner. We know that in India and Malaya inexplicable things occur. So they do in the West Indies, and also on the Gold Coast. In Jamaica there is a law against negro wizardry or "Obeah." One of the questions a newcomer is sure, sooner or later, to put to his friends in Jamaica is "what on earth is Obeah?" The answers vary. Some people will tell him that Obeah is nothing on earth at all but very plentiful in hell. Some will say it is in both, but of the latter. Some will say it is all imposture and superstition. The fact is that all these answers contain some truth, on the hypothesis, of course, that there is a hell. Obeah is the name given to every kind of witchcraft, fortune-telling, interpretation of dreams, poisoning of enemies, fetish-worship, ju-ju charms, and nigger devilry in general. An Obeah man or "witch-doctor" is a justly dreaded individual. He preys on the ignorance and passions of the poor negroes, and establishes his ascendancy over them by playing on their superstitions. A really clever Obeah man is always a good conjuror, and has a wonderful knowledge of the properties of certain herbs, and even of something a little more than elementary chemistry. Of course the Government punishes such miscreants whenever it can, but it is by no means easy to prove that a man is practising Obeah, and receiving money for fortune-telling, etc. Much has been done by the Ordinance which prescribes flogging as part of the punishment for this crime. Still the Obeah man is far from extinct. His methods are more difficult to fathom than those of any being save his counterpart in India. A negro, say Sambo, has a grudge against another nigger say Quashie. Sambo goes to the Obeah man and pays him all his savings, if he has any, to get him to "put Obeah" on Quashie. The Obeah man makes various incantations, some of them to a civilized mind merely puerile, others dangerous and abominable. He terrifies Sambo, but gratifies him by telling him that Quashie is a "gore coon" and that Sambo has to do to taunt his enemy, and tell him that he has put Obeah on him and that he will die in a week. How it is done we know not, but as a fact, Quashie does really die in a week's time. In these days of coroner's inquests and post mortems the Obeah man's task is less easy than of old, when simple vegetable poisons or powdered glass no doubt accounted for many victims of Obeah. But there are still cases which defy medical experts and deride the labours of coroners. For instance, only a few years ago, a clever and strong-willed English lawyer, a man of hard sense and sepietal mind, set himself to exterminate the fortune-telling "magic-mongering" pest among the poor negroes. Whenever a case came up he prosecuted with a vigour which in a less worthy cause might have been called vindictiveness. In one case, in particular, he exhibited an intensity of feeling, a power of expression, an ability quite extraordinary. The Obeah man was condemned to be flogged and imprisoned, and as he left the dock he cried out to the lawyer: "You have the now, but some day Obeah will have you!" Some time after the man left prison he was again arrested, and this time he was indicted for murder—poisoning. Again Mr. X. prosecuted. He overwhelmed the defence, and when, after the verdict of guilty was brought in, the Obeah man was asked if he had anything to say, he made a fierce declaration of his innocence of the murder and denounced the lawyer who had conducted the prosecution. "You," he cried, "you have hunted me to death. You say you do not believe in Obeah; you are an Agnostic, and hardly ever believe in God. But your time is coming, you will die a cruel and lingering death, and you and all your doctors will never know what is hurting you." Mr. X. laughed. Some six weeks or so later he was unexpectedly called to England on urgent business. He left Jamaica in perfect health. He had not been long in England, however, before he complained of acute intestinal pains. He consulted the best known physicians, and at last went to one of the finest hospitals in England—that is in all the world. But no medical skill, no nursing, however attentive, and even devoted, could arrest the advance of a mysterious disease that baffled all

treatment. He died after lingering torment and the post mortem did not reveal the cause of the shocking condition of his alimentary canal. This occurrence of course has been variously discussed. We decline to utter an opinion on the subject. Of course the Jamaica negroes of Mr. X's district put his death down to the credit of the devil, or "Obeah." Some not a few, white people did the same. For it is an astonishing fact that in these rationalistic days, when to believe in the Bible and in God is quite out of fashion, there are a number of people who are ready to believe in what some call "spooks," others call the devil and they call "spirits." It is a phenomenon which was, we believe, observed just before the French Revolution, when nobody believed in God, but people ran wild over Casanova and Cagliostro. Nowadays a number of scamps calling themselves "mediums" have succeeded, without causing us much surprise, in hoodwinking the very ready to be hoodwinked Mr. W. T. Stead. That they should, however, have actually included Sir William Crookes and absolutely even Sir Oliver Lodge among their victims, makes us far from elate at our own superiority in having escaped such delusions or ourselves, but on the contrary, deeply humble when we reflect upon the fallibility and weakness of the human mind. The wonderful man who is amazing all Hongkong by his inexplicable feats, lays no claim to Spiritualistic assistance. His own admirable skill, strength and daring, combined with years of patient practice and study, are his only helpers. Last week he succeeded in puzzling everybody. How he got out of the box into which Mr. Charlton of Messrs. Price and Co. had put him (manacled wrist to foot) is his secret. Of course he will not tell us more than our common sense can, viz, that after getting rid of the handcuffs, he contrived to pull some of the boards of the box inwards and get out, and then—perhaps with the help of the air-holes bored in the box—managed to make that box appear exactly as it was after it was nailed and corded up with him inside it, before his escape. A man of this consummate skill does not have to take to fraud to enable him to earn a living. Perhaps if he had been more greedy of money, however, he might have reaped an immense harvest among the credulous believers in the miracles worked at spiritualistic seances. What a Mahatma he would make, and what a huge success Madame Blavatsky could have secured by his aid! Our contempt for that terrible old woman, and for frauds who masquerade as mediums, does not in any way detract from our reverence for that attitude of mind which admits that there are more things in heaven and earth than are dreamt of in the philosophy of even the greatest of modern philosophers. And our wonder at and admiration of Nicola is no less because we are quite sure that he is not assisted in any of his feats by the devil.

REPUBLICAN MACAO.

(11th October.)

Above the portal of the Senate House in that "Gem of the Orient Sea," Macao, is inscribed these words "Cidade do nome de Deus, não, há outro mais leal." These words were the glory of Macao. Foreigners from all lands have looked on them with envy, and many a man who could truthfully say: "Of no mean city am I," has wished that his birthplace could boast so noble a distinction. For those words mean, "The City of the name of God: there is no other more loyal." For the heroes of whom Camoens sang in his incomparable verse, had shaken off the oppressive yoke of Spain, and those Portuguese Colonies which succeeded in fighting victoriously against their Spanish tyrants on the one hand, and their Dutch enemies on the other, deserve immortal fame. It was on the 30th of June, 1642, that two citizens of Macao were deputed as envoys to King John IV of Portugal to congratulate him on his marvellous victories over the Spaniards, and to assure him of the undying loyalty of the colonists of Macao. They took with them as a gift to His Majesty two hundred bronze guns and a large sum of money. Camoens, writing of this, exclaimed: "Oh grand Portuguese fidelity, which shows itself in such devoted self-sacrifices!" King John IV. promoted the valiant Commander of his forces at Macao, and to reward the Senate for their more than Roman sense of duty, patriotism and desperate valour, as well as political wisdom and faithfulness, he commanded them to inscribe on the portals of their meeting house the words above quoted, which were engraved in the year 1654, and have remained since as a monument to the ancestors of men whom yesterday we called our friends. In 1810 the Royal Family of Portugal had fallen on evil days, and the whole nation was in arms to resist the murderous attack on the gallant little country made by Napoleon's Lieutenant, the pirate Junot, who actually dared to aspire to be made by his master King of Portugal. But General Manuel de Brito Musinho, in conjunction with the British, gave the French a terrible defeat at Busaco. Both Beresford and Wellington were loud in their praises of the "unparalleled valour" of the Portuguese on this and many other occasions. Still, the poor country was torn with war, and the suffering Queen Maria I. together with the Regent Dom John had to take refuge in Brazil. All French attempts to seize the Portuguese possessions failed—indeed, the Brazilians succeeding in asking French Guinea, and held it until the end of the Napoleonic war; and the senate of Macao deputed Antonio Joaquin de Oliveira, a man with large sums of money and other

presents to go to Rio de Janeiro to present the expression of the traditional fidelity of the Colony to its exiled Sovereign. The title of "leal," which means "loyal," was then conferred on the Senate by the King. We could multiply instances of occasions when the people and Government of Macao have behaved in the grand manner, not as people perpetually threatened by powerful neighbours, and constituting only a small and comparatively weak community, but with a vigour and an unselfish generosity, with a valour and nobility unsurpassable in history. Camoens might well sing in lines which may be translated, though feebly, as follows:—

"Oh lovely soulflower, who turns
Your face eternally where born
The first that all the planets light
And all the different worlds make bright.
The type are you of that famed faith
That loyalty that breeds nobility,
Our heroes to Virgins' race
All prove, be high or low their place."

It is the contemplation of the truly magnificent history of our allies the Portuguese that makes more poignant, more intolerable, the dreadful blow which fell yesterday on every lover of Fair Lusitania, and especially of the "Cidade do Nome de Deus." Only a few years ago we enjoyed in that lovely little Colony some of the happiest days which Life and Love together can give. The gardens and grotto of Camoens remain a sweet memory, now alas! to be poisoned by the inexplicable, the disastrous treachery and betrayal which for the first time blackens and defiles the history of the Macaenses. The Senate has denied its king, the army has broken its oath of allegiance. Only a few days ago, a contributor wrote in our columns that if loyalty and fidelity were everywhere else dead, they would surely be found green and flourishing near the garden of Camoens. The people of Macao must make their choice. Either they are to remain far-famed throughout the world as models of loyalty and heroic fidelity, or they must consent to wallow in the sty prepared for them by their atheistic and republican friends who have been shedding blood in Lisbon. Let them accept the republican name and shame, let them betray their King and offend the God whose name on their Senate house becomes a blasphemy, but do not let them continue that blasphemy, nor dare to arrogate to themselves the high and distinguished honour which their ancestors so gloriously earned. Let them race to the ground that Senate house which has held within its walls so many men distinguished for their loyalty and their patriotism; let them renounce the title of "leal," and be known to all the world as the comrades of the God-defying ruffians who widowed that noble and gentle lady, Queen Amelia, and slaughtered her eldest son. Let them be known as fellows of the oath breakers who attempted to murder her remaining son, their King. Let them be known as the companions of those who drove away the very type of all that is purest and sweetest in womanhood, of all that is dearest and most lovable in motherhood. Let them be known, not only as the haters of Her Majesty Queen Amelia, but also as brothers in arms with those who are valiant against holy nuns and religious sisters, against pious monks and unarmed priests. Let it be proclaimed throughout the world that Macao, drunk with the slaying of the Marcelline, has doffed her robe of honour and consented to consort with those who publicly reject God, and deny the Divine Redeemer of mankind, and has now donned the blood-hued cap of a shameless trollop who is not ashamed to become the scandal and reproach of the East. But let them never dare again to speak of the fairness and the noble sweetness of the past. The City—of the Name of God! And they deny that He exists! There is no other more loyal! Loyal to what? Not to their religion, for they have denied it; not to their King, for they have torn down his flag. In 1789 one Silva Xavier nicknamed "Tiradentes" or the "toothdrawer" attempted, with some other traitors who had been infected with what were called "French opinions," to overthrow the monarchy and establish a republic. We rejoice to note that he was hanged. We most ardently and earnestly wish that every traitor in Macao might be hanged to day. We loathe the bloodshed, and abominate the horrors of war. But we are heart and soul in sympathy with those brave sons of ancient Lusitania who will yet strike a blow for their King and his beloved Mother, for the honour of their country and for the sake of the Christian religion.

HOPELESSNESS.

(12th October.)

We have more than once intimated that we should be forced to revert to the question of the conditions of life under which our Police at present are working, and that it is one which must be faced, and must be ably and efficiently dealt with. At a recent meeting of the Legislative Council, which, but for the fact that the Appropriation Bill was passed, was one of the most disappointing and inconclusive proceedings we have ever known, this matter of the Police was inadequately dealt with. If it comes to that, so was every other matter, but especially the Police question failed to receive that treatment which alone can prevent it from becoming acutely troublesome. First of all a complaint was made against the Police for inefficiency or inadequacy or what not—at all events it was made clear that crime was increasing and much of it failed to be detected, etc., etc. It was also made evident that there were not enough Police. We do not wonder at this. We wonder at our having any Police at all, or rather at our having a force which on the whole does its work so well. We read in old records

The motion was agreed to.

This Bill effects two necessary amendments in Ordinance No. 46 of 1909 so as to fix definite hours for the sale of liquor upon licensed premises.

PROMISSORY OATHS.

The first reading of a Bill entitled An Ordinance to amend the Promissory Oaths Ordinance, 1869, was passed on the motion of the Attorney-General seconded by the Colonial Secretary.

The Bill substitutes a new Schedule for that contained in the Promissory Oaths Ordinance, 1869, with a view mainly of providing that the oaths required to be taken by Justice of the Peace shall in future be administered by a Police Magistrate.

ADJOURNMENT.

The Council then adjourned till the 30th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding.

AUDIT DEPARTMENT.

A sum of four thousand five hundred and forty-one dollars (\$4,541) in aid of the Veterinary Audit Department, for the following items:—

Periodical emoluments \$4,416

OTHER CHARGES.

Incidental expenses 65

Transport 60

Total \$4,541

It was agreed that the above vote should stand over.

It was agreed that the following vote be recommended for approval by the Council:—

ELECTRIC LANS.

A sum of thirty dollars in aid of the veterinary and Legal Departments, A.—Supreme Court, other charges, electric fans and light.

This was all the business.

THE EAST POINT TRAGEDY.

AMERICAN BLUEJACKET COMMITTED TO THE SESSIONS.

14th Inst.

Before Mr. E. R. Hallifax in the Police Court this afternoon, John William Hayes, a gunner's mate on the U.S.S. *New York*, was brought up and causing grievous bodily harm to Mr. H. L. Denny, Jr., from the Crown Solicitor's office, prosecuted and Mr. Leo d'Almeida Castro appeared for the defendant.

D. W. A. Moore, Assistant Superintendent of the Government Civil Hospital, was recalled and spoke to identifying the complainant and his wife on the 25th September last.

P. G. Robert Watt was the next witness called. He stated that at about 8 p.m. on the 25th September, he was on the roadway near the Police Recreation Club. He heard Police whistles and then along Bowerston Quay (called West) turned down Sharpe Street West and into Bowerston Road. There was a crowd of people and he saw flames at No. 29. All this time he was with Sergeant Ogg. They went towards No. 29 and saw things being thrown from the verandah on to the roadway. They saw a fire near by, which they extinguished. They then went round to Sharpe Street West. He saw a piece of red flagstone fall out a few yards off him. He looked up and saw the defendant standing on the first floor of the verandah of No. 2, Sharpe Street. He also saw a Police Recreation Club flag down the street. He saw nothing else. He picked them up a few minutes afterwards. Sergeant Ogg called out to him to come and stand on one side of the doorway, while he stood at the other. He heard a dead sound, as of something falling, at the back of the building. At the same time he heard a shout "He's out at the back!" He then arrested the defendant as he was coming down the stairs with the help of Sergeant Ogg. Cross-examined, witness stated that he could not remember every little detail from the time he heard the Police whistles till the defendant's arrest. He was with Sergeant Ogg all the time. When he met Sergeant Grant, the latter was carrying a gun. He did not notice what kind of gun it was. Neither spoke to each other. Sergeant Ogg went up the staircase immediately after him. The defendant appeared to him to be sane. He could not say whether the man was sane or not. He certainly acted in a mad manner and was recklessly throwing things about. He did not hear Sergeant Grant say that defendant was mad. He did not try to find out whether the defendant smelt of drink when arrested.

His Worship—Did you see any kerosene lamp?

Witness—No.

A Chinese cook at No. 1 and 2, Sharpe Street stated that he was employed in a house at Bowerston. The place was called Sharpe Street, but he did not know whether that was so (Laughter). He was in the kitchen working on the 25th September and while there heard cries of "Fire!" At about 8 p.m. he found pieces of broken glass on the stairs. He swept the glass off the house.

Mr. Denny—Was it dark or light when you found the glass?

Witness—As it is now (Laughter).

The complainant's wife also gave evidence. She said that her husband told her that when she was in the kitchen, she heard "Where's my babe?" to which the man replied "The master has taken it away."

Inspector William Kerr testified to finding the defendant at the Police Station about ten minutes after the affair, on the 25th September. That was the first time he saw the defendant. On the following day, he charged the defendant with wilful murder and causing grievous bodily harm.

Mr. Almeida—Do you remember telling me that the man must have been mad to do such things?

Mr. Denny—A conversation cannot be put as evidence.

Mr. Almeida—It was going to put another question to the witness.

Witness—I remember saying that the man must be either mad or a brute. I merely expressed an opinion.

After further evidence, Mr. Denny stated that he would withdraw the third charge, i.e., causing actual bodily harm to a Chinese man. That was the case for the prosecution. Defendant on being asked whether he wished to call any witnesses in his defence and as committed to the Sessions.

TROOPSHIP "ROBILLA"

ARRIVAL THIS MORNING.

14th Inst.

The troopship *Robilla* arrived from Southampton this morning and moored in the main anchorage. She brought with her a number of refugees for the present. Garrison details are as follows:—37 officers, 4 ladies, children and 4 nurses; 655 men (troop), 55 women and 50 children. The Officer Commanding the Troops on board was Major E. R. Dwyer, D.S.O. A list of the above numbers is given. A list of the names of the women and children are as follows:—day nurse, Mrs. C. C. C. for the *Robilla* and her mother, Mrs. C. C. C. at 10 p.m. in the morning.

10th inst.

BATURDAY NIGHT'S PERFORMANCE.

[Continued.]

Eth inst.
measuring

able by six yearly instalments. The interest to be five per cent for the first year, six for second and so on.—*Shanghai Times*.

GOVERNMENT GENEROSITY.

Area with high risk for flooding.

THE GOVERNMENT'S LATEST ATTACK ON THE REVENUE

FOOTBALL.

ams in the six-a-side com
Keeleball Club are as

THE

AN ABSOLUTE MYSTERY

Kadgoria School

ENTERTAINED BY MR. TSE YAT.

100

NO. 4 COMPANY FIELD DAY.

The No. 4 Company of the Hongkong Volunteer Corps under Captain Scott were sent for a field day on Sunday with the 205 guns at Mount Parker. They left town at 8.30 in the morning and after a good day's work returned at 4.15 in the evening. Later in the day Lieut. Col. Chapman complimented the Company on the excellent work they put through and he hoped that the other companies of the Corps would do the same. Timbo was served at 1.30 p.m. after which the men of the Company fired with rifles for sport.

It is reported that the Board of War has

Kathberg & Co. for a loan of \$1,200,000 repayable by six yearly instalments. The interest to be five per cent for the first year, six for second and so on.—*Standard Times*.

PROJECTED RAILWAYS IN CHINA.

—♦—

With reference to the progress of railway construction in China, the following information was given by the report by H.M. Commercial Attaché at Peking (Mr. W. B. Hart) on the subject of foreign trade of China in 1909, which will shortly be issued:—

The following list of projected railway is for the most part limited to those lines which have appeared in official programmes. The mileage and estimated cost are given.

Kirin Changchun (Huangchungtu) (CH) C.Ang Railway.—This line, the surveys for which are completed, will be 80 miles long; construction was to commence in the spring of this year.

Kirin Changchun (Kuanchungtung) (CH) Chang Railway.—This line will be 220 miles long, and is expected to be completed in the summer of this year.

Kirin Chergonen line.

Chinkow-shan Agimur Railway.—The preliminary agreement for this railway was signed in January, 1910, for American loan and British construction; its length of the line will be 75 miles.

SOURCES OF INFO.

Yichang-Sui Railway (Chang-Sui) (140 miles).—This line will be 180 miles in length, and the route will probably be via Tatsung. Trains are expected to run as far as Tientsha (Shensi), a distance of 50 miles, in the spring of 1912, and an extension is intended later to Urga and Klinkha.

Chenghsing-Tschiw Railway (110 miles).—This line will connect ts'ia: Peking-Hankow and Tientsin-Pukow railways.

Chiao-Waihsien Railway (170 miles).—This line will connect Chiaofo with the Shantung Railway. Progress is delayed for the want of funds.

Taihung-Fuchow (Tung-Pu) Railway (450 miles).—This railway will connect ts'ia: (450 miles), centre of Shensi province with the Shensi Railway at Tchangwan, south of Fuchow (see below). Only the connection of this section from Taiyuan to T'ien chiehien (60 miles) appears to be in immediate contemplation.

Tungkuang-Honafu (Hsi Tung) Railway (710 miles).—This line was surveyed in 1900.

Shan-Tungkuang (Lo-Tung) Railway (100 miles).—This line was surveyed in 1900.

Shan-Lanchow Railway (20 miles).—This line was noted in the programme of the 2000 of Communications as to survey in 1911, but the project is still somewhat indefinite.

Lanchow-Hsi Railway (1,250 miles).—No definite arrangements have been made.

Kuifeng-Sukowfu Railway (275 miles).—This line was surveyed in 1900.

Sukowfu-Ts'inghsien Railway (Ching Hsu) Railway (20 miles).—The construction of this line has been begun from Tsinghsien; it is intended to be completed in 1912.

Tsichang-Hsiao-Hsiao (Hsiao-Hsiao) Railway

way (73 miles).—This last section is intended to provide an outlet to the sea for the great trunk line from west to east, which will be formed by the execution of projects 8, 9, 10, and 13 above noted, in addition to the existing line from Honanfu to Kaileng.

Tsinglingfu-Kuozho (on the Yangtze opposite Chinkiang Railway) (more than 100 miles).—Singchiao-Fengyang or Fukeu Railway (270 miles).

Ch'owchow or Su-tow to Su-Wachow to Shengung or Shuichun Railway (200 miles).—These are alternative projects for connecting Swatow with the Canton district and the Canton district and the Canton-Kowloon Railway.

Mecoo-Fatshan Railway (on the Canton-Samshui line) (75 miles).—A concession for this line was granted to a Portuguese syndicate in 1902.

Kao-Kailan-Chuanchow (Kwangsi) Railway (310 miles).—Preliminary surveys were made for this railway in 1909, but owing to lack of funds construction has not begun.

Lungchow-Lungchow Railway (46 miles).—This is the proposed French extension, met gauge, of the Hanoi-Lungchow line. It is proposed to continue this line to Nanning (30 miles).

Yunnanfu-Szechuan Railway (450 miles).—To Suifu or Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey this line in 1910.

Tham-Tenyngh (Tien-Mien) Railway (30 miles).—Preliminary surveys have been completed; the line will be of 2 ft. 6 in. or met gauge.

The above list of projects is not exhaustive but even of the projects mentioned many are likely to be delayed for want of funds. The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railways under its

[illegible]

decision of readers as prevails, for instance, the South Manchuria railway.

RAILWAY SCHOOL IN PEKING.

An indication of the interest taken by the Central Government in the future of railways in China is afforded by the establishment in September, 1939, in connection with the Ministry of Communications at Peking, of a school for training railway officials. The school, built for 60 students, but the number is present limited to 350, who come from a

parts of the Empire and vary in size from 20 to 25. There are about 50 teachers, including 1 British, 1 American (a drill sergeant), 2 French and 3 German. Most of the teachers are Chinese students returned from abroad, and they are well paid. The full course of study is three years, and the students are divided into three sections according to the foreign language, English, French or German, taught them, in addition to other subjects. The curriculum includes the Chinese language, drill, mathematics, history, Chinese railways, meteorology, drawing, chemistry, physics, gymnastics, and military drill. The subjects of management, railway bookkeeping, telegraphy, engineering, steam and electrical, wireless telegraphy, and railway company law.

Republican Macao.

THE GREAT BETRAYAL.

THE DEATH OF THE "REAL SENADO."

Physical death, we are assured by reverent religion as well as by philosophical reflection, is but a change from one state to another. In one particular sense, therefore, there is no death. But there is a death of the soul, as there is a dissolution of the body. The most horrible and a man can make, because it stays with him as well as his body, is that of self-destruction. An act as hopeless and revolting has been committed by a body of men which once was one of the most honourable and distinguished in the world.

ITS LOFTY TITLE

was given to it by Dom John who afterwards was known as the VI. of Portugal and Brazil. It is a return for touching exhibition of loyalty and generosity. At a time when the Royal House was exiled and in distress, the gallant and faithful ancestors of the modern Macanese sent subscriptions of money and assurances of fidelity to their exiled Queen and prince. The heart of the Regent Dom John was deeply touched by this additional evidence of the great and patriotic spirit which then pervaded, as it had for centuries, the Colony of Macao. He conferred on the Senate the title of "Real," which will be fittingly, especially as one hundred and fifty-six years before, King John VI., who had saved Portugal and the Colonies, both from the Spanish yoke and from Dutch aggression, had ordered that over the portal of the Senate House should be engraved: "The City of the Name of God; no more loyal one exists." I have seen that Senate house, and envied my Portuguese, and especially my Macanese friends.

THE UNIQUE HOKOUR

they enjoyed. Indeed it may be said that the Senate and people of Macao are renowned all the world over for their tenacious and apparently inviolable loyalty. Not very long ago the guestbook of Macao was launched here in Hongkong, and Dr. Luis Nolasco, the President of the "Real Senado," made a speech, exhorting all the Portuguese present to persevere in their loyal service of King and Country, and to do all in their power to increase the King's Navy in these waters. He spoke in a manner befitting his dignity as President of the Loyal Senate of Macao. With what words, I wonder, did he express his shameful, his incredible apostasy yesterday? The greatly to be pitied

GOVERNOR

In obedience to orders from Lisbon, was forced to announce to the Senate that Portugal had declared itself a republic. Officials cannot always do as they would like, they have their families to think of, and are not independent. Much as I regret that the Governor did not see his way to showing his horror and indignation at the crime that has been committed by instantly resigning, I can well understand that there are many considerations which may justify his conduct, which indeed was perfectly dignified, we are told. But what of the so-called "Loyal Senate"? Its members are absolutely independent of the official executive for they are chosen by the people, the Senate, being an elective body. There was therefore in their case no obligation either of official duty or private necessity to show themselves to be any other than their glorious ancestors, that is, second to nobody on earth in loyalty. But this Senate, headed by its President, actually made no protest whatever against the

ACT OF USURPATION

by a few traitors, and they calmly acquiesced in the foul rebellion which claimed the usurpation of that once well-loved city by the "golden handed Tergus." Thus making themselves participants in crime, and worse, far worse, for above that once loyal Senate House they permitted that abomination of desolation, the republican flag, to be hoisted. What should the Senate have done? They should have acted as their fathers would have acted, that is to say, they should have haughtily and preemptorily protested against the usurpation, and have passed a resolution declaring the permanence of the Monarchy in Macao. They should have endeavoured to carry with them the executive and the army. Here was their

PLAIN AND OBVIOUS DUTY.

I have more than once proclaimed in these columns a hatred of violence and bloodshed which does not conflict with a readiness to fight and die, if need be, for those sacred causes which like most of my fellow countrymen I know are worth fighting for. And I do not counsel the inhabitants of Macao to put the whole of this traitorous Senate to death. But I do most strongly urge the obliteration of the historic legend which these persons have made a lie, and I do insist that the word "leal" be omitted in future when these people describe themselves as a Senate. The old loyal Senate is dead; at least let some ceremony attend its obsequies; let the once-loved words be erased for ever and forever.

"ICHADON, THE GLORY HAD PARTEN"; a glowing reminder of great traditions, and an incentive, an inspiration, has become a tomb and such a tomb, containing such pollution. . . . Of all corruption, none is more malodorous than rotten lies. The only act whereby the Senate can save any trace of personal honour is by to vote the erasure of the legend over the portal of their meeting-house, and the abolition of the title "leal!"

INGRATITUDE AND M.D.N.E.S.S.

have possessed the cannibal of Lisbon. The Republicans are naturally without funds and without credit, and to get money honestly is neither to their taste nor, possibly, within their power. They have, therefore, decided to rob the Church. I have never quite understood how it is that so many good and really pious Protestants and Anglicans appear to rejoice at every attack on the Catholic Church, and every

directed against monasteries and convents. It cannot reasonably be expected that any possible gain will thereby accrue to Protestants or the English Church, and surely all Christians must deplore the loss to religious education involved by the abolition of the religious schools, and the establishment of secular schools where not only is no religion taught but atheism is vigorously inculcated. To confiscate the property of the Italian Sisters in Macao and to turn them out is a hideous act of ingratitude. Macao was devastated in 1874 by a typhoon so appalling that all the forebears reaped with the remains of the dead, and thousands of wounded people were homeless and perishing. In this dark hour, in the time of their bitter distress the poor inhabitants of Macao appealed to the Italian Sisters at Hongkong for charity, and they did not appeal in vain. These gentle and helpful women are ever ready to succour the homeless. A number of the Sisters proceeded to Macao, and thus came into being one of that Colony's principal charities and educational institutions, the "Casa da Beneficencia." The Sisters nearly killed themselves with overwork, they saved many lives, and alleviated untold misery. I wonder how many people realized what work these religious ladies are doing, and

how noble a work, how truly admirable and how arduous a work. They are themselves poor, and have no luxuries. They depend on the gifts of the charitable, and the not very large sum provided by the sale of needlework and embroidery, etc. If the pirates who have overthrown the legitimate Government in Macao seize on the property of the religious houses, they will be robbing the poor. The Triangle.

CHALLENGE AND DEFT

anyone in Hongkong, or for the matter of it in China, or indeed anywhere, to show one single good reason why the Italian Sisters should be plundered and driven out of Macao. Such a deed befits a monster like Henry VIII or an atheistic clique of brigands like M. Combar and his accomplices who are busy ruining beautiful suffering France, but it is utterly unworthy of men who only a short while ago called themselves Christians. Why, then, is not an un-Christian as to do a deed so base? The Sisters have only to cross the frontier and go into Chinese territory, and they will be gladly and gratefully welcomed. Those who rob the poor rob God, but He will not punish them. The Italian Sisters put their trust in

NO EARTHLY HANDS

though indeed, if driven out of Macao they would always find warm hearths here to welcome them, from the Governor downwards. For our British officials strongly approve of and highly appreciate the good and charitable work done by these saintly women. The latter, however, will probably devise means for forestalling down in Chinese territory, just across the frontier. For they in their unending love and magnanimity, forgiving the ungrateful, and the faithless, will not easily be able to tear themselves away from the site of their labours, and their charity for the poor and orphaned in Macao will probably force them to continue their work near by. There are other aspects of the threatening future in Macao, which I have not the heart to deal with to-day. Although I know that no matter what anyone says, God will look after those who serve

HIS DOOR

as wholeheartedly as the Italian Sisters do, I am saddened by the thought of the breakdown of their work in Macao, and of how bitterly hurt and grieved their gentle hearts will be. I had intended to write a short sketch of the history of the great House of Braganza; it is extremely interesting, and several people have been asking me who the "Miguelists" are. We British have reason to be interested in the Braganzas. It was Charles the Second's Queen, Catherine of Braganza, who brought us Bombay. But I cannot do the subject justice now; grief at the impending destruction of all Christian education in Macao, and at the overthrow of an many happy memories and associations is the feeling I share with all who loved that once charming Colony. By the way—I should like Senhor Luiz Nolasco to compare his loyal speech at the launching of the guestbook with his incomprehensible action and his speech yesterday. I wish to know why he and his colleagues, who were elected by the people to be members of a "Loyal Senate," did not resign yesterday in a body, and insist on the re-election of a Senate, a disloyal Senate. Also I challenge Senhor Luiz Nolasco to find in the impending attack on the Sisters any compatibility with any wishes he may have expressed yesterday for the future welfare and prosperity of Macao.

THE TRIANGLE.

PUBLIC MORALS.

CRUSADE AGAINST "SENSATIONAL"

SIGNBOARDS.

The zeal of the authorities for the protection of public morals has now been turned to the scrutiny of signboards and posters. The Pence Preservation Police issued in 1900 and the Osaka Order issued in 1903; the Osaka Order, notes, empower the police authorities to order the removal of signboards and advertisements regarded as detrimental to public morals, or prejudicial to the scenery, to be removed, and broken signboards to be repaired without delay. It is difficult, says our contemporary, to form a standard for judging whether a signboard or advertisement is prejudicial to public morals or to the scenery. In consequence, no supervision has been exercised over them except in the most glaring cases. The methods of advertising have greatly changed as industry and commerce have developed, and enormous advertising towers are now erected at crowded spots, while question-begging pictures are posted at conspicuous places. There are no personages of importance advertising boards in the Cameroons. Mino public park, but at Nagasaki park there are some examples of such boards. The Osaka Central Police has decided to exercise a more rigorous control over advertising boards and is now collecting specimens of such advertisements. It being difficult to pronounce judgement on one by one upon all the signboards or advertisements posted in the city and the rural districts, the authorities have decided to form a standard, and for this purpose are sending out painters and photographers every day to copy the signboards in the city or on the hillside. A large number have now been collected. Regarding the objectionable features in advertising boards, a responsible official is quoted by the *Asahi* for an instance. One picture, which is amusing from the view it gives of the offended dignity of the police. The advertisement intended to advertise a trap, represents a human hand standing in front of a policeman and holding a number of rats, which she says have been caught by the patent trap. This picture may not have any special effect on common people, but the authorities, but the police may fear that the picture will give ignorant women or children the impression that the business of the police is to buy rats! Another advertisement at it is that for a certain washing powder, which bears the picture of three girls wearing only waist cloths and reclining in various undecent attitudes. Objectionable pictures are also displayed in connection with curers for venereal diseases. This sort of advertisement should be suppressed. As regards other kinds of advertisements to which objection could be taken, scientific grounds should be prohibited as they are injurious to the nervous system of the people, but would perhaps be inadvisable to restrict in this course, in view of the necessity of encouraging business. After all the present time is one of considerable. As soon as a standard for signboards has been determined, operations for their control will be undertaken.—*Japan Chronicle*.

EATING RAW RICE.

A remarkable case came before the Birkenhead coroner the other day, when it was learned in connection with the death of a young woman named Mary Cadwallader that she had an insatiable appetite for raw rice. It was stated that many girls eat raw rice to improve the complexion, and in this case the doctor said the rice eaten by the girl had a good deal to do with her death. A verdict of death from actual causes was returned.

SHANGHAI STOCK EXCHANGE.

Although gambling is morally recognised as a thing to be abhorred, yet it is a fact that admits of no denial that in every branch of human life it is almost impossible to exist without gambling to a greater or less degree. There is no delusion of demarcation which points out to us, "thus far and no further," but it is too well understood that it is inexorable to overcome a certain limit. Shanghai has signed, greatly in this respect, and no doubt is paying the penalty for it. The moral obscurity consequent on over-speculation is more regrettable than the pecuniary loss, and to-day we hear allegations and counter-allegations made by respected members of the community, and the pity of it is that they will only remain allegations, admitting of neither proof or disproof.

While it is impossible to root out the gambling spirit in man it is possible to check a surfeit of it. The sentiment of September has passed "smoothly," and yet the market is as unsettled as ever. In spite of several warnings that the Stock Exchange should put its house in order, it is as heedless as a butterfly, and crying out "nothing doing." If it had not realized that it needed reform there is some excuse for its apathy; if the course of business is smooth, inaction is excusable. But, when there is practically no business, and when reform could be effected with the least friction we should advise them to put their house in order.

We are not sure if the members of the Shanghai Stock Exchange are pachydermously for it, or, knowing that it is impossible to get the market against them as a body in connection with the recent rubber boom they have not made any endeavour to show that it is the system under which they work and not they themselves, that deserve blame. The promoter may be the wildest shark, thirsting for the money of the public; the public may be absolutely stupid, thoughtless, and may have to thank themselves for the unenviable position they find themselves in. But there is no denying the fact that the sharebroker is more or less the responsible agent for having brought them together, and cannot be absolved from the blame. It is doubtful that everybody thought he was doing the wisest thing possible on earth, when he was buying, selling or brokering, but the fact clean escapades out of the calculations of everybody that if the broker, buyer and seller were all to make money there must be a rain of dollars or tails from the sky. At the end of March everyone thought he had made money, and at the end of June everybody found that they had lost money; and the brokers have been the hardest hit of all.

Is it right that the "Stock Exchange" which unites some of the most important members of the community among its members should be an agency helping wild speculation, and bring on Shanghai periodic vicissitudes like the one we are suffering under? We understood some time ago that a Committee was sitting to reform the Exchange; possibly it has had an attack of sleeping sickness. Conditions have been brought to such a pass that there is absolutely no confidence in the share market, and there will be no rest until the Exchange shows that it will set its face against business, the like of which we have had. Now that rubber has become an important and important section of the stock market, and the "Exchange" has been established on a good exchange to establish regularly constituted exchanges with every day's telegraphic quotations from each place on view at the other. Needless disparity of prices between different places will disappear, and at the same time it will be impossible for the manipulator to unduly depress or inflate any stock. Moreover, instead of the prices being arbitrarily fixed by the convulsive every morning there will be some basis to work upon.

The first step in the internal improvement of the Exchange should be one which will prevent the broker from being "light as air," as he is at present. It is possible, and entirely consistent of course, on the authority of the promoters—that rubber must reach 150 and stand at that for a few years to come, he has closed transactions with people who have not the least chance of paying the smallest fraction of the amount, should they lose. No doubt his optimism led him to do so, and possibly he did not "mind" if the shares were not taken up, as he was sure that values must go up, and he could sell them, may be at a higher price later. But now that he has lost, he curses the buyers who have "light as air," and buyers who could not afford to default at the bidding of the brokers for having "led" them into an essentially unprofitable transaction. If the buyers had to put up margin money as in other civilized countries in the world, the raffish will be unable to pose as great buyers or sellers, and the broker's guarantee against loss, if the shares are not taken up, the margin should be about 10 per cent. of the value of the transaction, to be deposited with a bank, and the broker or the client will always have the way to close or cancel the transaction when values change.

We could well understand that Shanghai is obliged to retain the present method of contract "for the concerned," as the number of stock usually dealt in are few, and as the other method will curtail the quantity of the business done. But, the system of depositing margin money can be introduced without the least inconvenience to legitimate speculators or buyers, and at the same time the secrecy the brokers are anxious about could be maintained as at present. At the same time it is possible to eradicate "jobbing" for similar reasons, but the margin money system will tend to reduce the number of questionable transactions. The client will have no reason to blame the broker as he has at present, and either of them will have "cold feet" only at his will and pleasure.—*Capital and Commerce*.

OIL WAR IN JAPAN.

Since the cancellation of the conventional price on September 1st the foreign and Japanese oil concerns have taken free action, reports the *Japan Times*. The Standard Oil Company has been brought under its influence almost all the oil merchants in Tokyo and induced them to boycott Tank Oil, admitting conditionally the sale of Japanese oil. On the other hand the Rising Sun Oil Company has taken steps to contract for the sale of its Tank Oil directly with the retail dealers. This has led to hot rivalry between the Standard and the Rising Sun Companies. The latter has openly lowered the price of its Tank Oil by eight sen, while the Standard has also decided to lower its price in order to compete with the Tank Oil. Compared with the highest price that ruled at the time of the agreement the current price rules lower by fifteen sen to twenty sen. The campaign between the two foreign oil concerns is likely to affect the market of Echigo oil, which will naturally have also to lower its price, to keep pace abreast of the situation. With the advent of the season when the demand increases the prospect of the oil market, it seems, will be subject to fluctuations.

THIRTY-four undesirable arrived by the S.S. *Yuzumaru* from Saigon on Wednesday. They were taken in charge by Detective-Sergeant Watt and are to be returned to their native places.

P.M.S. "SIBERIA" IN COLLISION.

TO BE DOCKED IN HONGKONG.

The Pacific Mail Co's s.s. *Siberia* arrived from the North this morning. When on board in the course of the forenoon our representative learnt that the steamer had been in collision with the *Harima* Nade, a portion of the Island Sea and had returned to Kobe in consequence, on the 12th inst. The steamer with which the *Siberia* collided was the *Tomokawa* Akai, whose bows were badly crumpled up. We understand that the *Siberia* has two or three days' repairs and will be docked at Quarry Bay for slight repairs before she resumes her voyage to Manila next week.

THE TOYO KISEN KAISHA.

THE NEW ARRANGEMENT WITH THE WESTERN PACIFIC RAILWAY.

Messrs. Shiraishi and Okawa, Directors of the Toyo Kisen Kaisha, who have been to America on a mission connected with the new, ly-arranged connection service of the company with the Western Pacific Railroad Company, returned to Yokohama on the 10th ultimo by the *Siberia*. The *Japan Times* states that Mr. Shiraishi, interviewed by a press representative on the subject of his mission, said:—

The reason why the T. K. K. has cut off its connection arrangement with the Pacific Mail Steamship Company on sea and with the Southern Pacific Railroad Company on land, and has entered into arrangements with the Western Pacific Railroad Company, is explained in two ways. Firstly, the former arrangement with the Pacific Mail Steamship Company was of a very inferior benefit to the company, because under that arrangement all matters relating to passengers and cargo, and all business management were transacted by the P.M.S.S. Co., while the company was not allowed to employ more than three vessels on the line. This arrangement was, however, unavoidable in view of the relation between the P.M.S.S. Co. and the Southern Pacific Railroad Company. The T.K.K. could not rest satisfied under such inconvenient circumstances, especially as it was not in keeping with the purpose for which the Government had granted the enormous subsidy, while on the other hand the company was always aware of the necessity to take active steps for its business expansion and for the future development of the national mercantile business. At this juncture the Western Pacific Railroad was newly completed and was seeking a connection with a steamship line to the Orient. Thus the interest of the railway company coinciding with that of the T.K.K. the two concerns resolved to join hands. Secondly, prior to the conclusion of the arrangement with the T.K.K. the Western Pacific Railroad Company seemed to be inclined to combine with the Norddeutscher Lloyd Line or some other steamship company, which, if carried out, would have meant the appearance of a fresh rival concern in addition to the present two San Francisco lines. The necessity to avoid such an occurrence made the T.K.K. feel the necessity to enter into arrangement with the W.P.R. Co. On this point, the Pacific Mail Steamship being of the same mind with the T.K.K. that company willingly agreed to the discontinuance of its connection with the T.K.K. and the latter's new arrangement with the W.P.R. Co. The Pacific Mail Steamship and the Southern Pacific Railroad Companies are to come to an end on the 26th January next, when the new connection arrangement with the Western Pacific Railroad Co. is to be put into practice.

THE WESTERN PACIFIC RAILROAD.

The Western Pacific Company with which the T.K.K. has newly contracted the said connection arrangement, is presided over by Mr. J. G. Gould, the well-known railway magnate, and the Southern Pacific Railroad Company. The new line covers a length of 800 miles between San Francisco and Salt Lake, connecting with the Burlington Railroad northward of Salt Lake to Denver, with the Missouri Pacific Railroad eastward of Denver to Chicago, and with the Pennsylvania Railroad eastward of Chicago to New York. The line is recognized as the most perfect of all the Gould system lines, as it is built according to the latest methods of railway construction. The rails used in the line are 85 pounds standard gauge rails and the line has no gradient of over 1 in 100. Compared with the Southern Pacific Railroad it possesses many advantages, but the chief one is that the former line there is a point reaching 7,000 feet above sea level on the Sierra Nevada, and California and Nevada, there is on the latter line no point higher than 5,000 feet above sea level. A special superior feature of the new line is that whereas on the southern line there is a snowshed extending for about 40 miles (as snowshed in question, as a matter of fact, is not on the Southern but on the Central Pacific line) there are no such disagreeable features to travellers on the W.P.R., while the localities along the line present superb scenery to the eyes of passengers. Another feature of the line is that it takes a shorter route to the San Francisco recently sent a package of California fruit to Chicago, by the line which arrived at its destination about six hours earlier than by the southern line. In view of the good reputation and favourable opinion of the public on the new line, its future is believed to be very hopeful.

THE T. K. K. FUTURE POLICY.

Touching the future business policy of his company, Mr. Shiraishi states that though it would be the mind of the public at large that the coming into existence of the two rival connecting lines, viz., the P.M.S.S. Co. and S.P.R. Co. on one side and the W.P.R. Co. and the T.K.K. on the other side may give birth to a hot competition between them, yet that will not be the case, as those concerned are well aware of the evils of competition, and inasmuch as the negotiations concerning the cancellation of the arrangement between the T.K.K. and the P.M.S.S. and S.P.R. Companies have been settled in a quite amicable manner without the least feeling on either side. Of course competitive measures might be taken by both parties with regard to the perfection of facilities for passengers and cargo, but the companies have arranged among themselves to avoid any competition by means of reductions of fares and freightage. Mr. Shiraishi added that now that the T.K.K. has come into a position able to take active steps towards the expansion of national mercantile marine navigation.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Manila, October 9, 10.55 a.m.
Opinion of Typhoon 3: of Naba; recurring north-eastward.

PREDICTED RUBBER BOOM.

NEWS P.O. AND CON.

While upon the whole, the trend of values in the Plantation Rubber Share Market during the major portion of the week has not been of such a character as to warrant extravagant optimism in the matter of an immediate and pronounced improvement in prices, signs are not wanting which go to show that the attitude we have consistently maintained as to this market's future is, at any rate, in fair way of being justified. The incidence of the usual holiday months has doubtless prolonged the inevitable period of dullness and lethargy which follows upon the cessation of a boom. Immediately after the time when it was clearly seen that the upward trend in share and raw rubber values had received something more than merely a check which might last for a Stock Exchange account or so a considerable amount of realising on behalf of semi-speculative holders took place, and this, combined with the non-delivery of scrip, the fact that numerous special settlements (for which, in practically every case, substantial business had been done) were pending but not actually announced, and the curious, not easily explainable, decline in the price of the commodity, severely and collectively led to the creation of a state of affairs so man could reasonably expect would be straightened out by the end of July, if then.

Whatever may have been the attitude of a portion of the public towards their holdings in Plantation Rubber shares immediately after the collapse of the boom—the phrase, frith to say, is used more for its convenience than for its literal accuracy—the amount of selling on behalf of solid and determined investors has been proved to be astonishingly small under the circumstances. It is true that comparatively little support was given the market during those weeks when it was not inconsiderable loads of disappointed punters were reaching the everlasting doom of the Rubber Share Market, but prices soon began to respond not to a pressure to sell, but to "an absence of buyers." It might be argued that the effect upon values must be practically the same—namely, that prices will show a downward trend in either case. To argue so would be, of course, absurd, as a pressure to sell is morally bound to have a much more deleterious effect upon prices than the non-appearance of buyers, whether they happened to be sellers about or not, although under the first alternative more serious price depression might be looked for. But this absence of buyers did not last very long. It was soon noted that when the share in any of the leading producing companies or in non-producers of more than average merit reached bargain-counter price levels they were speedily absorbed. This buying has been steadily done, on the whole, and those who attribute a good percentage of it to the Trusts may be much nearer the truth than they imagine.

It is when one considers the unquestioned intrinsic merits of the Plantation shares just indicated that one can be readily brought to believe that a good deal of Trust-buying has been taking place. Now, it is well to remember that the primary object of these Trusts is not mere gambling in Plantation Rubber shares, but to improve the investment prospects of such issues. Doubtless in many cases, however desirable they may be and of holdings profitable such a method may prove, it is not the best way to attract the careful investor to a market, and if such operations are carried out on a considerable scale the effect—especially when profit-taking on a rise is going on—upon the market can be seriously guessed. We do not say, let it be understood, with absolute definiteness that the Trusts have been buying, but we have good reason, as we have already indicated, to believe that some very substantial buying has taken place. There is, we believe, very little chance of prices, when they begin to steadily improve, being adversely affected by profit-taking sales on behalf of Trusts generally, any more than there will be a heavy percentage of sellers among the public who have stuck firmly to their holdings throughout the period of slump.

The most significant factor in connection with the Plantation Rubber Share Market, however, at the present moment is the revival of public interest in these shares. True, the daily trend of values can hardly be said to be, as yet, clearly reflecting this increasing interest, but unless something very untoward happens it should soon do so. In the absence of any pressure to sell the appearance of only a comparatively limited number of fairly anxious investment buyers is not to put a false complexion on the market. This is, however, on a good many occasions during the past few months, causing unthinking or ill-founded people to proclaim an immediate and maintainable improvement in share values all round, when, as a matter of fact, the whole path was created by some more or less isolated investment buying on behalf of certain individuals upon whom apparently the merits and cheapness of a few of the leading issues had suddenly dawned. Attractive though Plantation Rubber shares are, it takes a good deal to bring a holiday-making public into even such an excellent market. That no effect has been made to attract public attention is obvious to those who are at all in close touch with the market. Those responsible for the market's destinies know that the public will come along—when they are ready.

Perhaps the seeming bear factor which has troubled the Rubbershare investor most during the past month or two has been the trend of raw rubber values. He cannot understand why, if there is a scarcity, or, at any rate, anything but a superabundance, of raw rubber, prices should fall, instead of rise, especially as there is little immediate prospect of any substantial increase in high-grade supplies. The question has been so fully dealt with from time to time in these columns that it is not necessary to repeat the present factors to discuss all the details in detail. We know, however, that the United States which it is scarcely necessary for us to remind our readers uses 60 per cent. of the world's raw rubber output, is badly off for supplies. But, badly off though these manufacturers may be, they had no liking for raw rubber with the prospect of possibly 150 per lb. in the then immediate future. We remember the talk, when rubber was near its highest price, of the "ample supply" held by United States manufacturers, and the various reports anxiously circulated as to the inevitable increases to outflows from various recognised wild rubber sources. Rubber has not gone to 150 per lb., and these supplies just referred to have shown no material increase, or, at any rate, no increase comparable with the known increased demand. Yet rubber is still selling for 100 per lb. cheaper than it was in the spring. What the Rubbershareholder has to ask himself is: Will the commodity be as cheap as it is to-day some three to four months hence? The reaction from the higher levels was undoubtedly due to a demand for the part of Big United States users to hold out the market as long as they possibly could. According to all accounts they are bound to come in at a very early date, and when they do they

the most cautious of buying is bound to have its effect upon the selling price, seeing that nowhere are stocks aggressively large while in some centres they are notoriously small.

The Plantation Rubber shareholder has no cause for alarm with his grades of rubber at or about their present prices. When a profit of 75 per lb. and over is being easily earned, dividends which allow very substantial yields upon shares purchased at what, for a short period, looked like absurdly high premiums can and will be paid. Furthermore, top-of-the-bomb share values are being equalled every month by the substantial increases shown by practically every producer in the Middle East, while in all directions the tendency is towards more or less substantial reductions in the actual working costs. The chances of any immediate and permanent fall in raw rubber are so remote that they are not worth discussing. A calculation might easily knock a shilling, or even two shillings, per lb. off the price, but the inevitable increase in the demand, combined with the absence of any substantial increase in supplies, would soon bring about prices as good as those of to-day—possibly better. On the whole, then, we think the views of the expert whose opinions we summarised in our Tuesday's "Notes" are correct, and that the near future is to witness increased activity, combined with upward-trending values in the Plantation Rubber Share Market.—*The Financial*.

BULLION.

Messrs. Samuel Montagu and Co's Circular dated London, September 15, contains the following:—

GOLD.—The arrivals of bar gold amounted to about £600,000 of which £175,000 was reserved for India; the remainder was purchased for the Continent. The price remained at 77 9/16 per oz. Std.

Withdrawals were made from the Bank of England as under:—

8 100,000 in sovereigns for Constantinople.
9 150,000 in sovereigns for South Africa.
9 100,000 in sovereigns for Egypt.
10 200,000 in sovereigns for Egypt.
13 25,000 in sovereigns for Straits Settlements.

During the week there has been a total efflux of £500,000, in spite of which the total amount held by the Bank of England this week shows a small increase. Some further considerable amounts are already engaged for Egypt and Constantinople, which will leave by the first steamer.

SILVER.—The market has fluctuated within very narrow limits during the past week, opening at 44 1/4 on Thursday, falling 1/16d. on two of the other three days, and rising 1/16d. on each of the other three days. It is a curious fact that although the extreme fluctuations were not 1/16d. the cash price has altered each day a very unusual occurrence.

Bombay has been very quiet owing to the Hindoo holidays. On the other hand, Calcutta has been fairly active as a buyer, and the supplies on this side being small, its influence has been felt. The China exchange remaining about on a parity with silver, Shanghai has been working pretty freely both ways, as a rule selling at above 1/4d. and buying at anything below. It is interesting to note that about £250,000 worth of silver in Bombay was transported to Shanghai.

Bombay speculators have not been active, although the rates continue to be extremely favourable. Possibly they consider that they are holding about enough. The difference of 1/8d was maintained until yesterday, when the combined effect of small buying of cash for India and selling of forward for China has reduced the difference to 1/16d. The stocks in Bombay and Shanghai are still about the same, the offake in the former being about 65 bars per day.

A shipment of £55,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, September 15, says:—

The Silver market has shown a firm undertone during the past week and although there was a fall to 24 1/2 on the 11th instant, price subsequently recovered to 24 9/16d. To-day on a little selling from China there has been a slight reaction and we quote 24 1/2 for spot and 24 9/16d. two months forward.

The Continental buying mentioned in our last circular has continued whilst the firmness of the Shanghai exchange has enabled China to buy both for early shipment, and for forward delivery. Bombay has been closed two days this week owing to the Parasu New Year, but we understand the up-country demand is again increasing. With the excellent crops in India and the expected large export of beans from China, silver is likely to be wanted for both those quarters, slightly higher rates seem possible.

The differences between spot and forward have varied between 1/16th and 1/8th, and the discount on cash silver seems likely to continue for some time, but it is only the cheapness of money which enables them to be carried as easily as they are.

Large shipments are, however, expected to be made to India at the end of this month, which may considerably reduce the accumulation of silver in London.

Gold has been in demand for the Continent, and the whole of this week's arrival was bought for export, Russia and Holland both being buyers of what was available after the usual requirements for India had been satisfied. During the week sovereigns to the value of £200,000 have been withdrawn from the Bank of England, chiefly for Turkey and Egypt.

ANOTHER PLAGUE OF SPARROWS.

HAVOC AT NAGAYA.

Some days ago we (*Japan Chronicle*) reported a plague of sparrows near Himel, which was working much havoc among the crops. A similar occurrence is now reported from Nagaya. It appears that there is an extensive bamboo grove covering about 11 acres in the vicinity of Gohisho, near the Nagaya Exhibition grounds. The grove has always been a favourite resort of small birds. Of late the number of the sparrows in the grove has increased considerably, and they are devastating the rice crop in the neighbouring fields. With the approval of the authorities the grove is being felled, and the birds are being driven out to the fields. The birds are being driven out to the fields, and the grove is being felled, and the birds are being driven out to the fields. The birds are being driven out to the fields, and the grove is being felled, and the birds are being driven out to the fields.

WATKINS under date Shanghai, 6th instant, Messrs. Wheelock & Co. state:—There is a slightly better tone in one Howardward, eight market since last writing and cargo is coming forward more steadily, although not in such quantities as might be expected for this season of the year. We would draw the attention of shippers of wood oil to the fact that the market for this oil is very active, and the price has risen to 15 1/2 per ton of 20,000 cwt. for 30 days' delivery. This applies to the different kinds of oil whether shipped in bulk or in drums.

New Companies Bill.

DIFFERENCE BETWEEN PRESENT AND PROPOSED LAW.

MEMORANDUM BY THE REGISTRAR.

13th inst.

A memorandum on the differences between the provisions of the Companies Bill and the Companies (Consolidation) Act, 1908, by Mr. J. H. Kemp was laid before the Legislative Council this afternoon. The memorandum shows the difference between the provisions of the Bill and those of the Companies (Consolidation) Act, 1908, of the Imperial Parliament on which the Bill is based, and refers specifically to every clause about which there is likely to be any controversy. Other changes are treated generally. We quote the following extracts:—

The sections in the Act, and the corresponding clauses in the Bill, are given at the end of each paragraph or sub-paragraph. The changes have been made chiefly on account of the following:—

- The existence of the "Shanghai Companies".
- Chinese language and customs.
- Existing local law, courts, currency, etc.

SHANGHAI COMPANIES.
A great many of the companies registered in Hongkong are companies which transact all their business outside the Colony. Most of these companies have their head office either at Shanghai or at Tientsin. They have no office here for the transaction of business, and their directors and officers and all their property are out of reach of the jurisdiction of the Hongkong courts. Under these circumstances, control over them is difficult, and it is found in practice that some of them are very dilatory and negligent in complying with the provisions of the law in order to strengthen their control over these companies a number of provisions have been introduced into the Bill which do not exist in the Act because the difficulty has never become acute in the United Kingdom. Other provisions have been inserted in order to meet the convenience of these companies; these have been rendered necessary by the time which letters take to reach Hongkong from Shanghai, Tientsin, etc., and by the fact that different newspapers are published in those ports. One provision, which is adopted from previous legislation, i.e., Ordinance No. 16 of 1907, is amended by Ordinance No. 10 of 1909, is the result of a compromise between the rival claims of the Hongkong Government and the extrajurisdictional authorities at Shanghai to collect probate or estate duty on the shares of these "Shanghai Companies." All the special provisions referred to are enumerated below.

CHINESE LANGUAGE AND CUSTOMS.
Some special provisions are introduced in order to meet the requirements of the Chinese language, and one provision is omitted on account of the expected attitude of the Chinese towards it. The following are the details:—

- Chinese Names.—It is well known that Chinese individual and place names are of little use unless given in Chinese characters. The Bill requires that the Chinese names and addresses of the company's directors, members, and in the annual summary, shall be given. Act, Sections 25, 26; Bill, Clauses 26, 27.
- Chinese Equivalent of "Limited Company".—The Act requires all limited companies to use the word "limited" as part of their names, and forbids the use of the word by unincorporated persons. The regular Chinese equivalent of limited company is "you hoo kung shi" (有限公司). The Bill provides that any Chinese equivalent of a limited company may use shall contain that expression, and it penalizes the use of the term by persons who have not been incorporated with limited liability. Act, Sections 3, 4, 238, 274, 281; Bill, Clauses 4, 5, 236, 272, 270.
- Books, Half-Yearly Statement.—Hitherto there has been no limitation in Hongkong on the size of partnerships formed for the purpose of banking, and the English law on this subject is now being applied for the first time. Opposition, on account of the publicity which it will involve, and it has been decided as a concession to exempt banks from making the statement required by clause 108 of the Bill. Act, Sections 108; Bill, Clauses 108.

RULES—PRES—TABLES—FORMS.
The provisions of the Act and of the Bill are compared under the following heads:—

- Fee for search by non-members of a company's registers of members and mortgages.—In the Act the fee is 1/-, and in the Bill it is 50 cents, which is the present fee for search of the register of members. Act, Sections 30 and 101; Bill, Clauses 31 and 102.
- Fee for copies supplied by a company.—In the Act the fee is 1/- per hundred words, and in the Bill it is 25 cents per folio, which is the present fee for copies of the register of members. Act, Sections 30 and 102; Bill, Clauses 31 and 103.
- Fee for search in the office of the registrar of companies.—The Act provides for "the payment of such fees as may be appointed by the Board of Trade, not exceeding one shilling for each inspection." The Bill fixes it at 3/-, which is the present fee. Act, Section 243 (6); Bill, Clause 233 (5).
- Fee for copies supplied by the registrar of companies.—The Act provides for fees not exceeding 5/- for a certificate of incorporation and not exceeding 1/- for a copy of any document. The Bill fixes the fees at 5/- and 40 cents per folio respectively, which are the present fees. Act, Section 243 (6); Bill, Clause 233 (5).
- Fees on registration of a company and on registration of an increase of capital.—These are set out in Table B in the First Schedule both in the Act and in the Bill. Table B in the Bill simply repeats Ordinance No. 186, which contains the fee chargeable here at present. Our scale is a little higher than the scale in the Act, so far as it goes, but it stops at a maximum of \$50 while the English scale goes up to \$500. To look only at a very misleading comparison between the fees payable on the registration of a company in England and Hongkong respectively, for in England there is payable in addition a Capital Duty of 1/- per \$100 of capital, and there is no limit upon this duty. In Hongkong, on the other hand, there is no such duty. The result is that in all but the very smallest companies our registration fees are far lower than the English fees. For instance, in the case of a company with a capital of \$500,000 our fee is \$125 while in England it would be \$125,000, or say \$150,000. For present purposes it has disregarded such fees as do not vary with the amount of the capital.

The fees in Table B of the Act may be lowered, but may not be increased, by the Board of Trade (Sections 118 and 244). Similarly, those in Table B of the Bill may be lowered, but may not be increased, by the Governor. (Clauses 118 and 244).

- Fee for registration of documents.—This is 1/- under the Act, and 5/- the present fee, under the Bill, Clause 253 and Table C.
- Stamps on memorandum and articles.—Both the Act and the Bill require that the memorandum and the articles shall each bear the same stamp as if it were a deed. In England the general deed stamp is 10/-, and in Hongkong it is 5/-, Act, Sections 6 and 21; Bill, Clauses 7 and 11.

(4) Stamp on share warrants to bearer.—The present Companies Ordinance, 1865, s. 51, requires share warrants to bearer to be stamped with an ad valorem stamp of 30 cents per \$100 of nominal value. In England this duty is provided for in the Stamp Act, 1891, and not in the Companies Act, and it has been decided to deal with it there in an amendment of the Stamp Ordinance. It may be mentioned that the English rate is five times the present Hongkong rate.

- Winding up fees.—Under the Act these are fixed by the Lord Chancellor with the sanction of the Treasury, and under the Bill by the Governor-in-Council. Act, Section 237 (3); Bill, Clause 219 (3).

(7) Winding up Rules.—Including winding up form.—Under the Act these are made by the Lord Chancellor with the concurrence of the President of the Board of Trade, and under the Bill by the Chief Justice with the sanction of the Colonial Treasurer. Act, Section 237 (1); Bill, Clause 219 (1).

(8) All other rules of procedure, "including rules as to costs and fees," are made in England by the authority having power to make rules for Supreme Court, 44, the Lord Chancellor, Lord Chief Justice, Master of the Rolls, President of the Probate, Divorce and Admiralty Division, and four other judges. The Bill places this power in "the Chief Justice with the approval of the Legislative Council." This is the authority which possesses under section 32 of Ordinance No. 173, the limited power of making rules for the Supreme Court which is all that the legislature has parted with in this Colony (except for a limited power given to the Chief Justice by Section 709 of the Code of Civil Procedure). Act, Section 238; Bill, Clause 210.

(9) Tables and Forms.—Under the Act, any of the tables and forms in the First Schedule to the Act may be altered by the Board of Trade, except that it may not increase the fees payable to the registrar of companies. Under the Bill these tables and forms may be altered by the Governor, and he also has no power to increase the fees payable to the registrar of companies. Act, Section 118; Bill, Clause 118.

BANKS.
The fact that banking partnerships were excluded from the operation of the Companies Ordinance, 1865, has necessitated the insertion in Clause 227 of a provision that banking companies in existence at the time of the commencement of a Bill may register under it, and of a consequential alteration in Clause 234. Of course existing banks need not register unless they wish. In one other matter relating to banks the Bill differs from the Act, i.e., limited banking companies are not required to publish the statement of assets and liabilities referred to in Clause 108 of the Bill. Act, Sections 108, 249, 250; Bill, Clauses 108, 247, 254.

INSPECTION OF REGISTER OF MEMBERS.
The Bill provides that the registrar of companies may inspect the registers of members, and debenture holders, of any company without fee. Act, Sections 31 (1), 101, 102; Bill, Clauses 31 (1), 101, 103.

HOLDING OF LANDS IN HONGKONG BY FOREIGN COMPANIES.

Under the Bill, every company incorporated outside the Colony which fulfils the conditions of clause 252 is empowered to hold lands in the Colony; this follows the present law (see Ordinance 7 of 1908). The Act gives the power only to companies incorporated in a British possession. Act, Sections 274, 275; Bill, Clauses 252, 253.

NOTE.

The following memorandum of the chief differences between the provisions of the new Companies Bill and the existing law in the Colony professes neither exhaustiveness nor accuracy, and without minor details and qualifications, have been omitted advisedly. The existing law is contained in the Companies Ordinance, 1865 (No. 1 of 1865), which in its present form in Sir John Carrington's Edition of the Ordinances is a consolidation of the original Companies Ordinance and of various subsequent ordinances which adopted selected portions of later English legislation. It contains none of the English legislation after 1898, and the legislation up to that year was only partially taken over. In particular, the Directors Liability Act, 1893 (53 and 54 Vict. c. 61), was not adopted. The present Bill is based on the Companies (Consolidation) Act, 1908 (7 Edward 7, c. 60), and this embodies, *inter alia*, the Directors Liability Act, 1893, (53 and 54 Vict. c. 61), the Companies Act, 1900, (63 and 64 Vict. c. 48), and the Companies Act, 1907 (7 Edward 7, c. 50). In the references at the end of the paragraphs, "Ordinance" means the Companies Ordinance, 1865, and "Act" means the Companies (Consolidation) Act, 1908.

SUMMARY.

The following is a summary of the principal changes introduced by the Bill into the existing law. Fuller details, and also other less important changes, are given in the body of the memorandum.

- Annual Summary.—This will contain some useful additional information in future.
- Annual Balance Sheet.—All companies with a liability to file an annual balance sheet of assets and liabilities.
- First Meeting and the Statutory Report.—Seven days before the first meeting the directors must send to every shareholder, and file with the registrar of companies, a "statutory report" containing full details of the allotment, etc.
- Prospectus.—Provision is made against misleading prospectuses. Minute directions are given as to the information that a prospectus must contain, and in case of misrepresentation the directors are liable to the directors and promoters to show that they had reasonable ground to believe that the misleading statement was true. At present the onus is on the subscriber to show that the director or promoter knew the statement to be false.
- Restrictions.—Restrictions are imposed in order to prevent allotments being made on insufficient applications and business being commenced without a responsible capital.

(1) Commissions and Discounts.—Restrictions are imposed on the payment out of capital of commissions or discounts for taking or placing shares. This is intended to prevent a practice which was once common in England, of adding large amounts to the price advertised as payable to the vendors, who then arranged the underwriting, giving large blocks to financiers who guaranteed that sufficient shares shall be taken to provide working capital.

(2) Mortgages and Charges.—All future mortgages and charges on the company's property or undertaking will be void as against the creditors and liquidator unless they are registered within six weeks after the date of their creation.

(3) Auditors.—The powers of auditors are enlarged, their responsibility is increased, their duties are rendered more stringent and provision is made to ensure that the shareholders shall hear and have access to their report. This subject is entirely unregulated by statute at present. In practice, of course, provision is made in the Articles for audit, but there is no restriction on the nature of the provisions that the promoters may choose to adopt.

(4) Winding up by the court.—Every liquidator in a winding up by the court is placed under the regular and systematic control of the official receiver. He must send his accounts to the official receiver to be audited, must pay all receipts into an account controlled by him, must give him all necessary information, and must apply to him for his release. The official receiver reports to the court on the assets and liabilities of the company, on the conduct of the liquidator, and on any fraud that has been committed. At present, of course, the liquidator has in many cases to obtain the sanction of the court before taking action; the court makes a special order in each case as to the passing of his accounts, and may take cognizance of any neglect or misfeasance on his part if moved in that behalf; and the Registrar of the Supreme Court has to countersign all his cheques. But there is no authority whatsoever as to how to conduct or what to do in case of necessity. Some provision is also made for the case of voluntary winding up, but of course there is no regular control.

(5) Directors and Promoters.—The company must keep and file a register of directors. Provision is made to ensure that the persons held out to the public as intending directors shall really take up the office. In any proceeding by a subscriber against a director or promoter for misrepresentation in the prospectus, the onus will in future be on the director, who shall be held to have reasonable ground to believe the misleading statement to be true. At present the onus is on the subscriber to show that the director knew the statement to be false. Failure to comply with the requirements of the law will in many cases entail pecuniary penalties on the directors. Power is given to the court to relieve directors who have acted honestly and reasonably and who ought fairly to be excused.

(6) Foreign Corporations.—Every company incorporated outside the Colony which commences business in Hongkong after the commencement of the new Ordinance will have to give certain information and file an annual balance sheet.

(7) False statements in Returns.—Anyone who knowingly and wilfully makes a material misstatement in a return, prospectus, balance sheet, certificate, etc., will commit a misdemeanour.

(8) Banks.—In future, partnerships of more than ten persons formed for the purpose of banking will be illegal unless registered. Banking partnerships were omitted from the Companies Ordinance, 1865, because it was intended to deal with the companies in existence at the time of the Ordinance. They have, however, been left entirely unregulated.

(9) Generally speaking, the provisions of the Bill apply to existing as well as to future companies. There are exceptions, and in particular it may be noted that foreign companies already doing business here, and existing banks, need not register.

It must, of course, be understood that some of the less important matters dealt with by the Bill are at present ordinarily regulated in the memorandum and articles of each individual company, but they are made absolute of the promoters and directors, and the remark does not in any case apply to such matters as criminal offences, civil liability of directors and promoters, returns to be filed, or winding up requirements and control.

"BEDFORD" RELIEF ENTERTAINMENT.

PROGRAMME FOR SATURDAY.

Following is the programme of the "Bedford" Relief Entertainment for Saturday, Oct. 15th:—

- 1—Gymnastic Band of the Buffs
- 2—Song "The Young Royalist" Mr. R. E. White
- 3—Song "The Rose in June" Mrs. Badley
- 4—Song "The Nivana" Mr. G. Lamont
- 5—Song "Indian Desert Song" Mrs. Schofield
- 6—Musical Sketch
- 7—Violin Solo "Romance (Jansen)" Mrs. Edwards
- 8—Song "My Aho Folk" Mrs. Gordon
- 9—Song "The Border Ballad" Mr. R. Austin
- 10—Gymnastic Display U. S. S. Wilmington
- 11—Selection "The Arcadians" Band of the Buffs
- 12—Song "My Dreams" Mr. E. Abney
- 13—Song "Angels Guard Thee" Mrs. Maitland
- 14—Songs at the Piano Mrs. Webb

"THE CHANGELING"

A Comedy in One Act by W. W. Jacobs.

George Henshaw, Mr. P. Tester, Mrs. Henshaw, Miss Bannock, Ted Stokes, Lieut. Rossmore, R. N. Stage Manager, Mr. G. O. Barton

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General, Hongkong:—

Manila, October 8, 10.30 a.m.

Cyclone or Typhoon N.E. of Luzon, moving N.W. or N.N.W.

THE HONGKONG UNIVERSITY.

The appeal which is made by Sir F. Lugard for further funds for the endowment and equipment of the Hongkong University, will, we trust, meet with a hearty and generous response from the British public. There are, no doubt, many people at home who scarcely realise the importance of the project. China is a long way off, and at the first blush not a few might put the very pertinent query, Why should we go out of the way to educate the Chinese? How will it benefit us? Or, on the contrary, will it not rather enable the Chinaman to more effectively compete with us? A very little thought should banish all such ideas. The explanatory statement issued by Sir F. Lugard and his speech in Liverpool on the subject of the University place the public in possession of the very fullest information bearing on the scheme, so that there should be no two opinions as to the wisdom and importance of actively supporting it. Briefly stated, the idea is to found a University to be open to all.

but owing to the position of Hongkong it is primarily intended for Chinese. In common with the leading British and American Universities it has no religious exclusiveness, but it welcomes the establishment of hostels by religious bodies who have educated students in their schools, provided they conform to the regulations imposed by the Council for the strict supervision and discipline of undergraduates. Students who are not residents in the hostels, which the University provides (where residential quarters are provided) under the close supervision of the British staff. It is an essential and primary object of the University to train the character and morals of students, and so far as possible, to inculcate Western ideals; with this close supervision Chinese parents and supporters are in strong sympathy. Playing fields are provided for the association of the staff with the students in healthy exercise and to promote touch.

The first three chairs to be established are "Medicine" (incorporating the Hongkong College of Medicine, which for twenty years has done excellent work in this direction); "Applied Science" for the education of railway mining, and electrical engineers, surveyors, &c., and "Arts" to meet the requirements of those who desire to adopt an official career in China—to include political economy, Chinese language and literature, general history, geography, mathematics, &c. This, then, is the project for which

SIR F. LUGARD APPEALS.

Its realisation will confer an immense boon on the Chinese, who, so to speak, will have the highest form of university education brought to their very doors. This means that the students, while coming into contact with Western life and influences, will not lose touch with their own country and their own people. To acquire modern learning they will not have to abandon the study of Chinese language and literature. The Viceroys of Canton, though one of "the old school" of Chinese thought, is an exceedingly able man, in support of the scheme, pointed out that Chinese who go to foreign Universities go at a most impressionable time of life, before their characters are fully formed. They are peculiarly liable, therefore, to lose their own national virtues, and to pick up the vices of the country of their education. In return, they become demoralised, and return home to spread heterodox political opinions, and to sow their own discontent amongst their stay-at-home countrymen. In the means of the Hongkong University the Chinese student will have at their disposal all the higher educational facilities they require, together with access to degrees equivalent to a London degree, and that without the disadvantages of residence in a remote and unfamiliar land. The University is intended to give a thorough training for the

PURSUITS OF PRACTICAL LIFE.

The Chinese are finding out that the mere study of Chinese classics is not sufficient if they want to hold their own in the modern world. They need engineers to build their railways and bridges, doctors to heal their sick, and trained economists to deal with the problems of the currency and of financial reform. The Hongkong University will do much to meet their wants in this direction. It will be noted that English is to be the medium of instruction, and this will lead to the spread of the English language in the Far East. Further, as Sir F. Lugard points out, Chinese students would be trained in the ideals that actuated a British gentleman, and as many of those students would occupy important positions in the Government of China, the influence they would spread would be entirely for good. From the selfish point of view the scheme should appeal to us, for it is calculated in a very effective way to strengthen the moral hold of this country on the Chinese and to accentuate British influence in the awakening of China, which is now in progress, and which so many other Powers are endeavouring to turn to their own profit. Inward, the University will enhance the prestige and raise the influence of the British race in the Far East, and therefore we trust that the people of this country will do their part in bringing the scheme to successful completion.

—L. & C. Express.

SINGAPORE SHARE CIRCULAR.

The market has remained in a depressed state during the week and a continuance of falling prices in rubber shares, advised from London, tends to further this condition. However, latest advices indicate a rising market in rubbers and there is at the close a better tone all round in local shares. There has been but little doing in Mining and Industrial.

Rubber—Highlands have changed hands at 44, 17s 6d, Singapore Paras at 50s, Allagars at 4s, Meritunas at prices ranging from 5s to 4s 3d, Halopets at 10s, Kamunings at 4s 3d, prem, Patalangs at 15s 7 1/2d, and Beritams at 6s 6d, Singapore and Johore have been done at 50s to 50s, Balgownes at 50s to 50s, Changkat Sengangs at 50s, Uyer Panas at 50s, and Jimahs at 75s.

Mining—Rubbers are on offer at 54.50, Tronchs have been steady at 51.50 and 51.75, and Kinta Tin at 51.6, but there is little doing in this section.

General—Straits Traders have been done at 57 and Fraser and Neaves at 59, with sellers over in both cases. Straits Steamships, Cold Storages and Riley Hargreaves are wanted, but there are none on offer.

RUGBY.

HONGKONG FOOTBALL CLUB VS. HONGKONG VOLUNTEER SCOUTS.

The following have been chosen to play for the Hongkong Football Club versus the Hongkong Volunteer Scouts at Happy Valley tomorrow, 14th. Kick off 5.30 p.m. sharp.

Full Back: T. J. Roberts; Three-Quarters: F. R. Mann, H. G. Haggerty, A. J. Jossland, C. A. W. Foster, H. G. Haggerty, T. J. Roberts, and E. L. Shaw; Forwards: H. G. Haggerty, W. Ross, A. Shaw, W. Ross, S. F. Dudley, F. F. Jossland, A. C. Poley, D. R. Ritchie and A. N. Quinn.

HONGKONG VOLUNTEER RESERVE.

FIRST MEETING.

Yesterday the first meeting of the Volunteer Reserve was held at the City Hall. H. E. Sir Henry May presided. On the motion of Mr. H. E. Sir Henry May, seconded by Captain Branch, H. E. Sir Henry May was elected president of the Reserve. Sir Henry, in returning thanks for the appointment, said he had much pleasure in accepting the office. He knew that he could rely upon the members to make the movement a real success, which he thought it ought to be. It ought to prove a very valuable addition to the defence force of the Colony.

Mr. A. Mackenzie proposed, and Captain Branch seconded, the election of the following committee:—Captain Branch, Messrs. Baker, R. E. C. Bird, L. G. Bird, W. Dobbs, G. H. Wakeman and O. E. H. Beavis. Carried. Mr. A. Jenkins was appointed secretary. On the question of the annual subscription, Mr. Wakeman was under the impression that the subscription should be limited to 5/-, if it were fixed at a higher figure it might prevent men from joining. H. E. Sir Henry pointed out that the Reserve would obtain a grant in respect of material. He thought himself that 5/- would be sufficient. He would like to see old Volunteers joining. There were quite a number in the Colony.

Mr. Brett remarked that being a military force he thought a subscription would have been unnecessary and that a grant from the Government would have met all expenses. The President pointed out that they were not a military force, but an organised club with a military bias. He did not think they could get on without some little fund. They would have range expenses.

Mr. Wakeman proposed that the annual subscription commence from October 1st. Mr. Beavis seconded. The motion was carried.

The framing of rules was left to the committee.

Mr. Harris asked what sort of rifle would be issued? The President said that the short service military rifle would be issued. He was in communication with the Volunteers with a view to procuring rifles at once. Next year there would be a vote for the purchase of rifles.

Mr. Harris suggested that some members might prefer the long rifle, with a view to shooting. The President said that it would be better to adopt the service rifle and be in the same position as the military.

In conclusion, His Excellency urged upon members the necessity of shooting their musketry course so as to obtain the grant of 100 rounds of free ammunition.

QUEEN'S COLLEGE AQUATIC SPORTS.

A SUCCESSFUL MEETING.

13th inst.

Queen's College this afternoon had an aquatic meeting at the V.R.C. Bath, which was kindly placed at the disposal of the College for the day. The first meeting which the College held was some eight or nine years ago, and no other meeting has since taken place. A couple of years ago some of the boys got together and suggested the holding of a meeting, but it nothing eventuated. Ultimately the suggestion was revived with the result that a most successful afternoon was spent by the boys at the V.R.C. bath, when an attractive programme was gone through. On the whole the sports were very good and some of the events proved close contests. The swimming Master witnessed by a large gathering of pupils—past and present.

The officials of the day were as follows:—

President: Mr. E. Ralphs, Chairman: Mr. A. O. Brown, Hon. Treasurer and Secretary: Mr. A. O. Brown, Judges: Mr. A. O. Brown, Mr. Garrett, Mr. K. E. Bird, Mr. A. W. Grant, Mr. A. H. Crook, Mr. R. J. Birbeck, Mr. B. Tanner, Mr. Sutherland, Mr. F. J. De Roma, Starters: Mr. Garrett and Mr. Sutherland. Referee: Mr. A. O. Brown. Handicappers: Mr. A. O. Brown, Master J. W. Lee, and Master F. Ellis. Time-keeper: Gunner Bedbrook, R.C.A. Committee: Mr. A. O. Brown, Master J. W. Lee, Master F. G. Roberts.

TWO LENGTHS HANDICAP.

F. G. Roberts (ages 6 secs.) 1

Pau Shai Cheuk (ages 7 secs.) 2

Six started in this event which resulted in an easy win for Roberts.

FIFTY YARDS SCRATCH.

A. Logan 1

J. W. Lee 2

Five faced the starter. All went off well together, and before the sixth lap was over all gave up, with the exception of the above two. Logan won easily, finishing in 15 secs.

SWIMMING IN PAIRS.

G. Jorge 1

A. Logan 2

TEAM RACE.

Oru, Lee, Pau Shai Cheuk, Rom-john, Janssenberg and Ismail 1

Logan, Jorge, Roberts, Xavier, Uss and Wong 2

FOUR LENGTHS (Scratch). For Past Pupils.

THE ALLEGED UNREST.

It was recently announced from Washington that advices had been received from American officials in the Far East to the effect that a critical situation existed in China; where an outbreak similar to the Boxer trouble would not be surprising. In connection with this report we are asked by the Acting Consul-General of the United States to give publicity to the following statement:—The American Legation in Peking is in receipt of advice from the Department of State that it is in ignorance of the source of the report of rumors regarding an alleged unsettled state of affairs in China and has, moreover, repeatedly denied that it has received information of any nature which might warrant such disquieting reports.

—N.C.D. News.

SOME TIME AGO IT WAS STATED THAT MR. KNOBLE, chief officer of N.Y. steamer *Chas. G. Marns*, claimed to have invented an improvement for tubines. He went to Nagasaki, says the *Nagasaki Press*, and the invention has been patented under his supervision in a workshop at Daikoku, and it is stated that successful trials have been carried out there. The invention will shortly be tested again.

THE "SIBERIA".

PARTICULARS OF THE COLLISION.

As previously reported, the P. M. steamer *Siberia* which left Kobe on Sunday night (last) for Hongkong, was compelled to put back into port soon after starting owing to a collision which occurred off Suma between that vessel and a small Japanese steamer, at a quarter past twelve.

The *Japan Chronicle*, in its Tuesday's issue, says: "It seems that about midnight, at about two miles after passing Wada Point, a red light was seen about ten degrees on the starboard bow. The *Siberia's* course was maintained until a green light became visible, and then again a red light. Thereupon the *Siberia's* course was altered slightly to starboard, the lights then showing red to red. Suddenly, the on-coming steamer's course was again changed, showing a green light, and she blew two blasts. At this juncture, to avoid a collision the *Siberia's* engines were reversed, and three blasts sounded, the other vessel still showing a green light.

On leaving port the *Siberia* had passed the *Tomashima-maru*, also outwards bound, and while this was occurring she was following the *Siberia* a short distance behind, on the starboard side. The Captain of the *Siberia*, seeing that a collision was inevitable, stopped the engines to lessen the force of the impact. The *Tomashima-maru* however, continued to come straight on, apparently without even endeavouring to turn aside, and since the *Siberia* amidships, twelve feet before the engine-room bulkhead, opening one plate its full width, and denting a plate above and below, besides buckling the deck beams. Further, the damage was just above the waterline, and as an immediate inspection showed that no serious consequences were to be feared, and the *Tomashima-maru* appeared to be in no danger, the *Siberia* put back to port and anchored off Wada Point. The *Tomashima-maru* also put back to port, with eleven of her plates badly buckled. At the time of the accident Captain Blackthorn, Island Sea pilot, was on the bridge of the *Siberia* and with him were Captain Zeeder, and the third and fourth officers.

In the opinion of the pilot if the *Tomashima-maru* had ported when she saw the *Siberia* porting, the collision might easily have been avoided, as the *Tomashima-maru* had plenty of room from shore (about one and a half miles), making the collision possible. The accident is attributed solely to the confusing manner in which the steamer ahead changed her course; from port to starboard, and vice versa, not giving any definite indications of the direction she desired to proceed until too late.

The damage to the *Siberia* was temporarily repaired yesterday, a new plate being inserted, and the two bent plates straightened out.

THE SHIPPING TRADE.

A COMPARISON.

In the foreign trade of the United Kingdom, there were entered and cleared at British ports in 1860 vessels of 13,015,000 tons; the total in 1908 was 77,970,000. The increase was comparatively steady through the later years of the period, the tonnage rising by a few millions each year until high-water mark was reached in 1907, when the total was 81,308,000 tons. Great Britain, however, is holding her own with very little to spare.

The total of foreign shipping entered and cleared at United Kingdom ports in 1860 was 10,774,000 tons. In 1908 it was 53,575,000 tons and the advance was quite as steady at that of Great Britain. Further, while the United Kingdom entrances and clearances decreased in 1908 by over 3,

Republican Macao.

THAT RED AND GREEN.

FIRST APPEARANCE IN HONGKONG.

The steamer *Sui Ching*, lying alongside the wharf near the Harbour-masters' office, must enjoy the melancholy and unenviable distinction of being the first ship to visit this harbour since the late Mr. Macao. The vessel, which has been declared to be the emblem of those who were once Portuguese and only a few days ago were justly proud of their glorious flag, their beautiful old flag, which, second to none in antiquity and beauty of design, was also renowned for having been the emblem which led to the victory against any odds, in countless victories by land and sea, for having been the banner of Albuquerque, Bartolomeu Dias, Vasco da Gama, Miguel de Almeida, and of that Archduke of Braganza who fought his country's foes like a knight, of the Marquis of Carracena at the terrible battle of Montes Claros, of de Brito Pereira at the still more terrible and sanguinary conflict of Villa Vicosa, which finally freed Portugal from the Spanish yoke. I could fill this column with a list of imperishable names of Portuguese heroes who carried that flag through forests of spear and sword, through the maelstrom of cannon shot, I could fill this column with the names of the men who, in the face of the fiercest enemies, were victorious, and who, in the face of the fiercest enemies, were victorious, and who, in the face of the fiercest enemies, were victorious.

NOW AN IMPOSSIBLE OJAZO

on the landscape, a crime against the beautiful colour scheme of this harbour, a thing that occurs nowhere else, is flying from the stern of the *Sui Ching*. We have heard enough for knowing that the owners of the *Sui Ching* are most respectable people, and are quite unaware that they are flying what is to all intents and purposes a flag at all, or worse. As far as Hongkong is concerned at the present moment, it might be a pirate flag. In my personal opinion it is a pirate flag. But as it has certainly not been recognized by the Government of this Colony yet, and we have not noticed that His Majesty's Customs here has sent out any circulars to any shipmaster, any change in the flag we are accustomed to see honourably floating from Portuguese ships, we are bound to protect against this nobody's flag being seen in our harbour, masquerading as a National Flag.

THE TRIANGLE.

ALLEGED ASSAULT BY DOCK MANAGER.

HOW THE TABLES WERE TURNED AT THE MAGISTRACY.

14th inst. Before Mr. J. R. Wood, in the Police Court this morning, Kwai Pak, a filer in the Hongkong and Whampoa Dock Company, summoned Mr. J. W. Graham, Works Manager of the Company, for alleged assault on Sunday last. Defendant issued a cross-summons for assault, Mr. P. S. Dixon, from Mr. P. A. Harding's office, appeared for the complainant and Mr. W. E. L. Shenon, of Messrs. Deacon, Looker and Deacon, was for the defendant.

The facts of the case having been briefly outlined the complainant stated that he earned 80 cents a day of nine hours. On Sunday last, he went to work at 7 a.m. He was told by the No. 1 filer to go on board the *Kwong*. He had to go down on a steam-launch alongside the wharf. He went with four others, who brought tools with them. He had no tools. He was late that morning. When he got to the wharf, a coolie came up with the tools and the steam-launch was already leaving, the bell having been rung. He was unaware that the defendant was on the wharf. He was struck three times and kicked by the defendant. He did not call upon the steam-launch to stop. He did not know why the defendant struck him. The blows dealt him were heavy blows. He was not carrying a pole and did not see anybody doing so. After he was struck he ran away. He came back shortly afterwards and went on another launch. When he returned to the works next morning, the Inspector sent for him and on seeing him gave him his hat. He complained to the defendant, but the latter suspended him.

Cross-examined, complainant stated that he never heard of criminal proceedings being taken against certain copper-smiths. He was only on the wharf for a few minutes. He did not know whether there were other people on the wharf beside him and defendant, as his attention was on the tools. The people in the launch might have seen what was happening on the wharf. They could see from all parts of the launch. Defendant did not tap him but struck him. Defendant did not speak to him. He was struck with the back of the hand twice. He looked up at the defendant and the latter smirked him again and kicked him. Defendant was standing behind and struck him in that position. The third time he was struck he was on the point of picking up his instrument, but he did not run towards the defendant. He dared not as he was afraid he would be struck. No Chinese defendant snatched a pole from him. When the defendant kicked him, he used great force. He did not flag his arm on the defendant and did not strike the latter two blows.

Another filer sitting in the dock of the Company gave corroborative evidence.

Defendant stated that he had been in the service of the Dock Company for the last thirteen years. Certain proceedings had recently been taken against members of the Company's copper-smiths. On Sunday last, he went to the wharf and found that the harbour launch had not left. It was 7.10 at the time and the launch ought to have left by that time. He ordered the man in charge of the launch to get away immediately, when the complainant started shouting at the coxswain to stop. Witness went up to complainant and quickly touching him on the shoulders, asked him what the matter was. Complainant said something which witness did not understand, but he of the men on the wharf told witness that complainant wished to put some gear on board. Witness said "If you want to do the thing, do it quickly." He also said "Feller!" but the man stood there and did not attempt to put the gear on board. The complainant swung round with his left hand and his fist caught him in the stomach. Just as he was about to step into the launch, the complainant sprang at him. He waved off the blow with his right hand and was struck with the left. He swung the complainant off with his right hand and at the same time pushed him off with his foot. Witness then got into the launch and the pole which he obtained from a filer and made with the wares for him. A Chinese detective came up from behind and took the pole from complainant's hands. After the launch had got away, witness sent for complainant but the latter could not be found. Next morning he returned to work but was suspended.

The case against the defendant was dismissed. Complainant was fined \$10 on the cross-examination.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

REPUBLICAN MACAO.

To the Editor of the "Hongkong Telegraph." Sir—You have spoken in your columns with vigour in favour of the oppressed "Macos" who are to be robbed of the rights of citizenship which have no sanction by any law, viz. of human. Even if the persons who have usurped the Government of Portugal and her Colonies disestablish the Church, the fact will always support it, in spite of those who openly proclaim their godlessness and pragmatism. But sheer naked brigandage, and the spoliation of charitable associations are proceedings worthy of a Marquis or a Jesuit. Comrades, we can only wonder how such things can happen among civilized people in the year 1910. What I beg you to do is give publicity to a protest against a portion of this infamy which has hitherto been unmentioned. There is a large and flourishing Jesuit school in Macao. The pupils of it do well in after life and I have often heard them well-spoken of by the heads of great business firms, as being thoroughly reliable and well-educated men. The Jesuit Fathers are most earnestly supported by the enormous wealth, known as a fact that this—described in the "Telegraph" of Macao—are really poor. The school does not bring them in a fortune by any means, and the salary of one of the Jesuit professors is only five dollars a month. A Jesuit priest, I was told, what most people would consider a beggarly pittance. His clothes are of the simplest and are as inexpensive as they are uncomfortable. His food is very plain, and only sufficient to enable him to keep his health and do his work efficiently. I can speak authoritatively on this matter, as I know most intimately the Jesuits of Belgium, Austria and England. I have visited the Jesuits of Macao, and I can positively swear that the priests who rob them will find mighty little profit in it. As for doing any good by driving out the Jesuits, only an unformed individual or a crazy "Keweenaw" fanatic could see any. If the modern missionaries propose to emulate the feats of the Marquis de Pombal, who in 1759 or about that date treated the Jesuits with a brutality and ferocity that must shock and disgust every candid student of history, I can only wish them a fate similar to his. In 1777, or about that date, he very properly fell into disgrace and died in great dishonour. He was a devious man, a debauchee and an embittered man. He was at one time very popular among Jesuit-slayers. I do not foresee any improvement in the learning or the morals of the rising generation of Macao as a result of the modern "Lombard" treatment of the Jesuit college at Macao. I cannot help thinking of the words of the Psalmist, which I do not apologise for quoting: "Neque expugnavit meus inventum meum: etenim non poluerunt mihi. Confundantur et coarctentur retrorsum omnes, qui odium solum." "Many a time have they cried out from my youth: yet they have not prevailed against me. Let them all be confounded and turned back to their own land." As for the Jesuits they are accustomed to hatred and calumny and persecution. They are the finest trained regiment in all the world; such Christian soldiers always march onward; I do not fear for men who most openly declare that they are, the Company of Jesus. To them death is a trifling, the bitterest toil, the cruellest privations, the most unjustly inflicted humiliations are actually welcome, for by these they are convinced that they are being proved worthy of the Holy Spirit. But I do fear for the future of the rising generation of Macao, the boys and young men who are soon brutally to be deprived of their learned and kindly teachers, have my warmest and most beautiful sympathy.—I am, etc.

—A PUPIL OF THE JESUITS.

Hongkong, 13th October, 1910.

SALVATION ARMY.

To the Editor of the "Hongkong Telegraph."

DEAR SIR,—To a speculative mind no question is too small for consideration and for earnest sustained attempt at finding an answer at least apparently reasonable. Now to my mind which my parents and guardians did their best to train to pure reason, there are many anomalies in Hongkong which might initially be remedied by the Public Press. The Press is mightier than the sword. I remember that in one of my school copy books. One of the great things that come to my mind and ache for filling in Hongkong, is the fact that the heeded pious gentleman General Booth. One of the delusions, or was it a delusion of my youth, was an army of men and women devoted to the great work of Salvation. I once knew a Captain of Salvation, poor fellow, the world was too much for him. He is dead, but I wonder his like in Hongkong.

Hongkong is a very sad and weeping place. Let's of people need Salvation in Hongkong. The number of people needing Salvation in Hongkong would puzzle the calculating powers of an accountant in Hades. When one thinks of so large a number of ones following creatures doomed to (creatable, as it is called, and not nearly as (in)imaginable, as that to be had at Woking, one naturally turns to the Salvation Army as a refuge and hope.

Sir, it is easy to be flippant, but when one knows that at least one man in the Colony has enjoyed the hospitality of the Government Civil Hospital more than six times in less than one year, hospitality without which he would have starved, which, deprived or not, deserved, I freely give and most generously bestowed, one could only regret that it is not part of the duties of the Salvation Army to administer Spiritual Rebuke, Ecclesiastical Cleansing and Fire and Purge-torial Udders. What is needed is the Soul in Fire. The Salvation Army is able to, the heart and the will to save the almost despicable.

It is remarkable that the Salvation Army did once begin operations in Hongkong. Nobody seems to have been rescued, but all the workers in the cause of Salvation died. Before leaving Hongkong these noble men and women reported that the people of Hongkong were as steeped in misery and sin that they were absolutely irredeemable and like Sodom and Gomorrah in the city. I am, Dear Sir, one expects but not sanguine of.

Hongkong 13th October, 1910.

HARMON'S CIRCUS.

OPENING IN MONDAY.

13th inst.

The advance agent for Harmon's Circus, of Far Eastern fame, informs us that the company is expected to arrive in Hongkong from Shanghai by the *ss. Hongkong* on Saturday at daylight. The opening evening of the performance will be on the following Monday at Causeway Bay. The show is entirely new, while retaining all the best features of the old troupe, will introduce many novelties never before seen in Hongkong. Full particulars will be announced later.

HONGKONG AGENCY SUBD.

APPLICATION FOR DE BEVE KSEK EXAMINATION.

14th inst.

Before Mr. Justice Hazledine, Acting Police Judge, at the Summary Court this morning, the action was again mentioned to which the Robert Dollar Company, of Shanghai, filed a suit against the Hongkong Merchants' Agency to recover the sum of \$254.54, amount due for goods sold and delivered. Mr. M. Reader Harris, of Messrs. Wilkinson and Gitt, appeared for the plaintiff and Mr. J. H. Gardner represented the defendants.

Mr. Harris asked for a date to be fixed. He was in receipt of a reply from his clients, but it was not certain when the manager was coming down to the Colony. He applied for leave to take a de bene esse examination when his client should have arrived in the Colony. The case would not take more than one day, probably half a day. He had only the evidence of the manager to take.

Mr. Gardner—I have only one witness. His Lordship—Will half a day do? Mr. Harris—It would be ample.

The action was adjourned till the 13th January next.

EXCESS OF PASSENGERS.

GERMAN SKIPPER HEAVILY FINED.

14th inst.

Before Commissioner Basil Taylor, R.M., at the Marine Magistrate's Court, this morning, Lango-Seng, a German, was fined \$100, for unlawfully having on board within the waters of the Colony, a number of passengers which, having regard to the time, occasion and circumstance of the case, was greater than the number allowed by her passenger certificate at 7.15 on the 13th inst.

Serjt. Jackson stated that, at 7.15 p.m. on the 13th inst., he and L. S. P. S. boarded the *Lango-Seng* off Kai Point, on her anchorage. He went to the master and told him that he wished to count the passengers on board. He then counted the passengers in the presence of the second mate. There were 67 deck passengers and 11 cabin passengers. The number was made up as follows:

27 "ween deck No. 2.

12 poop.

18 cabin.

17 "ween deck No. 1.

34 deck passengers under fore bridge.

3 boys.

28 girls.

716

697

He then went to the master again and asked if he was satisfied with the count, and he replied "Yes."

The next witness, W. George Macdonald, who said that he went on board the *Lango-Seng* at 8 a.m. on the 13th inst. He examined the passengers' accommodation. He found in the No. 1 "ween deck sufficient space for 80. The remainder of the space was filled with cargo. No. 2 "ween decks were suitably clear of cargo and could accommodate 172 passengers. The space sufficient for 353 passengers, as all the space available on the "ween decks. In addition, the little houses, outside of the saloon, consisted of rooms, and gave accommodation for 2 more. There was available accommodation for 8 in the campaign way, and in the saloon for 10, making 300 altogether, he actually measured the space left available.

By the passenger certificate, the ship was only allowed to carry 213 passengers, i.e. 698 in the "ween decks, and 216 in saloon.

The defendant stated that he told his charter in Saigon not to send too many passengers on board, as he had only space for about 300 on the "ween decks. He replied that the rules only applied to carrying passengers from Hongkong. That he could send as many as he liked to Hongkong. Witness told him that he was wrong, but he insisted.

The Court found the charge proved and inflicted a fine of \$100.

Messrs. Wing Hang & Co. are the agents for the steamer in Hongkong.

THE OIL MARKET.

TWO GREAT CORPORATIONS IN FIERCE FIGHT.

The severance of the agreement between the Standard Oil Company, and the implied declaration of open war—between the two corporations, which had been in force since 1904, was conveyed in a brief cable from London to the Straits Times the other day—are being felt in a very material way in Singapore. The change of relations between the two great corporations has been making its influence felt for the last month in the form of a sharp and deliberate cutting of prices.

The American company set the pace at first by cutting in a small way all round, but the Petroleum Company retaliated by undercutting the reduced rates. Since then, the latter has practically called the tune, and a pretty lively race has been going on, each company in order to keep its goods on the market, is forced to dance to it. The prices of the commodities of both concerns have come rattling down until now they are fully 40 per cent. lower than they were a month ago. Throughout the struggle the Asiatic Company has consistently maintained the lead and at the present moment its prices are from 15 to 20 cents below its competitors.

So hot has the pace become within the past week or so, that the Standard Oil Company has reduced the rates for its Devon's kerosene by about a dollar per case of eight gallons. But, even after that the Asiatic Company, still has the lead.

A SPECULATIVE DEMAND.

The effect of this cutting has been a much increased demand for oil. The sales of both companies have gone up at a furious pace but that does not necessarily imply a correspondingly increased consumption. The big demand is looked upon as a speculative one.

So far as can be seen at present this rate-war is more or less a local affair. The Indian market, where the Burmah Oil Company is a third considerable factor, does not seem to have moved much up to the date of the latest advices. China seems to be similarly situated.

We understand that previous to the breaking of the cable the price of 5 cents per gallon on petroleum had had the effect of reducing the consumption in the colony. As the price is cutting of prices now seems, however, to have had the effect of increasing it, it is apparent that the colony's finances will benefit by the rate-war.

How or when the struggle will end, it is impossible to forecast. So long as the struggle is a local one, even if its location extends to the whole of the East, it may be protracted for a long period. Should it be a universal affair, however, its progress will become infinitely more doubtful. Those acquainted with the affairs of the oil world are in this war another of the Standard Oil Company's policy of fighting for the monopoly of the world's petroleum markets, a policy which it is the object of the Asiatic Company to resist to the end.

THE DEVELOPMENT OF TONKIN.

MOTORS BUILDING IN HONGKONG.

Many forces have contributed to delay the proper exploitation of Tonkin that wonderful rich country for which our friends the French have made such great sacrifices. Constant guerrilla warfare does not conduce to a country's prosperity. Now, however, the peaceful penetration into the interior is gradually taking place, and that piracy is being put down with a strong hand, foreign and especially British capital is being attracted to a country where we predict that there will be before very long a "boom." There are mines out-country of enormous value. Copper mines alone are calculated by experts to be one of the richest in the world. The great difficulty with all these mines is transport. There are no roads, and the rivers are heartbreaking. For instance the Luk Nam, until recently, one of the most useless and disgusting on earth from a navigator's point of view. It has now been surveyed by Captain Grote von Tex, who besides most carefully going over the whole length of it, literally inch by inch, has blasted with dynamite a navigable passage through the rapids. This will make it possible for cargo boats to bring down the ore to Haiphong, and to be towed up again when empty by a powerful motor boat. It is as yet difficult to estimate the vastness of the change which the

DEVELOPMENT OF THE MINES

will make in the fortunes of the French Colony. A difficulty was long felt in the type of motor boat to be used. We regret that the Germans are undoubtedly ahead of us in the construction of motors suitable for craft used for inland navigation. They are indeed ahead of every one, French, American and all. The great "Duis" works, which employ thousands of workmen and have turned out something over one hundred thousand motors, are going to supply the motor for a boat which is now being built in Hongkong, and is destined for the Tonkin river, particularly the Luk Nam. One of the great disadvantages of steam engines is their weight, which naturally increases a boat's draught of water. Petrol engines cannot be obtained up country in Tonkin or China. Kerosene motors are generally good for little better than pleasure boats, or for craft in and about a harbour. But the "Cocin-Duis" works have devised a new kind of motor which they call the "Brons-motor" for which peculiar advantages are claimed, and it would appear with good reason. This "Brons-motor" is absolutely reliable and is specially constructed for small and middle-sized commercial craft, for cargo boats, lighters, fishing boats, etc. It is small and light but exceedingly powerful. No benzene or highly inflammable liquid is required to start it. It has no sparking gear, no complicated machinery, no carburetors, no red hot tubes with lamps, no magnetic electric arrangements and batteries, etc. It uses only ordinary kerosene oil, which is cheap, and can be obtained almost everywhere. The "Ignition" takes place as follows: "Air is compressed to about 32 atmospheres, and thus a high temperature is obtained; a small quantity of the kerosene which is in the fuel chamber passes during the compression stroke in form of vapour into the cylinder, and is ignited at the piston and by the high temperature of the compressed air." The construction of this from an engineer's point of view, really beautiful machine, is most ingenious. Its solidity combined with simplicity and its cheapness in working are its chief recommendations. We believe that the motor-boat now being built for the Tonkin river is

THE FIRST "BRONS-MOTOR"

which has yet been in Hongkong. Its completion, which may be expected in December, will no doubt excite some interest among engineers, and others to whom motor-boats that are commercially useful are a matter of concern. It is the value of the particular boat for inland navigation which interests us, and will, we think, interest our readers. There are many rivers in South China which have been hitherto regarded as unnavigable, and which by means of this "Brons-motor" and a stick or two of dynamite (used in the right places) will become highways of commerce. In the meantime an Anglo-French Company is taking the lead in Tonkin, and by this time next year very great and important developments will have taken place.

LOCAL AND GENERAL.

SNOW is reported at Aigun on October 9.

The French Mail of the 13th September was delivered in London on 12th inst.

The British despatch-vessel *Alacrity*, 1,500 tons, arrived in port last Tuesday from Amoy.

A NATIVE woman was fined \$30 in the Police Court last Saturday for keeping a sly brothel.

MAJOR C. O. Cobb, East Kent Regiment, has been appointed commandant, Canton Barracks, Hongkong.

JEWELLERY to the value of \$65 is reported to have been stolen from No. 16, Walford, Bay View, on the 7th inst.

The current issue of the *Q. R. R.* contains the scale of postage rates on parcels to New Zealand which came into force on 1st inst.

ONE month's hard labour was awarded a native at the Magistrate's last Saturday for stowing away on the *ss. Dallas* from Swatow to Hongkong.

The King's Exchequer empowering Mr. Adon Maria de Lacerda Soares to act as Consul of Bolivia at Hongkong has received His Majesty's signature.

The prospectus of the bulletin of the committee of Entomological Research (Tropical Africa), which was appointed last year, is published in the *Gazette*.

A DISTRICT watchman belonging to the Registrar-General's Department was fined \$10 at the Magistrate's on Monday for attempting to travel on a train-car without paying his fare.

The Police reports that a watch was found the other day at Black's Lick, near the gun shade at Magazine Gap. The owner of same can have the article returned to him on application to the Police.

Mr. Lorenzo Justiciano Requiza, the well known Bangkok auctioneer, is dead. He came from Manila some 21 years ago and was only 37 years of age. He leaves a widow and five young children to mourn his loss.

MAJOR J. A. Stewart, Army Ordnance Department, having left for Hongkong, the duties of Chief Ordnance Officer of the London District have been taken up by Captain G. E. O. Meyer until the arrival of Major J. G. Austin.

The Admiralty announce the following appointments:—Sub-Lieutenant N. Whitehead to the *Albatross*, additional for duty to date 30th 9. Engineer Lieutenant E. C. Smith to the *Tenacity*, additional at Hongkong, date 30th 9.

New Gopeng pays a dividend of 1/3 and Gopeng one of 2/6.

New Volunteer Regulations are published in the *Government Gazette*.

The Registry and the Accession Declaration Acts, 1910, are published in the *Gazette*.

We have no room in to-day's issue for "The Triangle's" apology. It will appear to-morrow.

The output of dry Para rubber from the Sui-wang Estate for the month of September was 8,350 lb.

The owner of a fishing bark was fined \$10 at the Magistrate's on Wednesday for assaulting the Police at Aberdeen.

Two Chinese women were fined \$500 of three months' hard labour each for being in illicit possession of opium.

An explosion has occurred at the Pao-tung Arsenal. Seventeen of the *Parasol* of the works and several others were killed and many injured.

The Cheong Rubber Estates output of rubber is as follows:—

1st half of June 200 lbs. July 514 lb. August 650 lbs. September 950 lb.

A NATIVE was awarded three months' hard labour and four hours' stocks at the Magistrate's this morning for larceny as bailee of \$500, the property of a shop-keeper.

We are informed that Mr. P. Schmitt, electrical engineer, has left the service of Messrs. Bumann and Böhling, and joins a local engineering establishment in a similar capacity.

It is reported that the Japanese Foreign Office has instructed the Consul-General in Muenchen to lodge a protest against the imprisonment of thirteen Japanese in Taol, near Teiling.

A CONTRACTOR was fined \$100 by Mr. E. R. Hallifax at the Magistrate's this morning for carrying on building operations in Causeway Road West without the approval of the authorities.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 1st instant amounted to 21,727.50 tons, and the sales, during the period, to 17,080.62 tons.

ACCORDING to a Tokio dispatch, the wreck of the *Zeppelin* *clavier* *Bravo* is to be sold by public auction in Yokohama on the 10th instant, by order of the Commander-in-Chief of the British China Squadron.

BARON DE SERRA, Portuguese Minister at Tokyo, who has been transferred to a higher position and is leaving Tokyo shortly, has been decorated by his Majesty the Emperor with the Grand Cordón of the Real Sun.

A FRIENDLY game of football was played on Saturday afternoon at the Parade Ground between teams representing the Buffs Bandboys and St. Joseph's College Football Club. The College team lost by 4 goals to nil.

The Chinese Engineering and Mining Company announced that the total output of the Company's three mines for the week ending 5th September amounted to 20,217 tons and the sales during the same period, to 21,125 tons.

The Government of Indo-China has just put restrictions on the sale or allotment of the shares, debentures, and certificates of French and foreign financial companies in that colony. The penalties for breaches of the new law range from 10,000 to 20,000 francs.

A NUMBER of prosecutions under the Stamp Ordinance came on at the Magistrate's on Tuesday. Sixteen natives were charged for failing to cancel the stamp affixed to documents. One of the defendants was fined \$10 while the rest had each to pay \$5.

A PRETTY illuminated advertisement was displayed in front of the City Hall last night and was the object of considerable attention in the vicinity. The device was—"H.M.S. Bedford, Oct. 15 and 17" and is intended to announce the date of the "Bedford" Relief Entertainment.

ON the morning of the 18th ultimo, Admiral Weymouth, in command of the British Squadron on the China Station, Captain Cayley, of the *Albatross*, Captain George Smith of the *Albatross*, and three other officers, were presented to their Majesty the Emperor and Empress by Sir Claude Macdonald, the British Ambassador.

THE seven natives whose extradition is demanded by the Chinese authorities for being concerned in the Colowan affair were brought up on remand before Mr. E. R. Hallifax on Wednesday. After further evidence the men were remanded. Mr. H. L. Denney, Jr., from the Crown Solicitor's office, prosecuted.

A NATIVE was awarded three months' hard labour and six hours' stocks in the Police Court on Wednesday for the larceny of some clothing from the steamship *Chai Po*. The man's downfall came about when he attempted to pull a blanket off the compartment, which disturbed the latter's slumbers and caused him to jump on his feet.

ON board the Nedeland Company's steamer *Koninkrijk Wilhelmus*, six broke out among the coals in the bunkers on September 21, while she was nearing Surabaya. An explosion followed, which resulted in one stoker and two coals being seriously injured. The fire was soon mastered. The cargo underwent no damage.

DURING a terrific storm which burst over Kagoshima on the 22nd ultimo, a magnificent camphor-tree, 30 feet in circumference, was blown down or uprooted. In its fall it destroyed the windows of the High School and caused the death of one person and serious injury to another. The *Yokohama* Press states that an outbreak of fire was narrowly averted.

At a meeting of a Planter's Association at Surabaya, in West Java, towards the end of last month, one of the members brought up the question of electricity in the cultivation of the ground there. He had corresponded on this subject with experts in Europe, and was expounding himself in the same direction. He urged his fellows to try also, though many might shrug their shoulders at the idea.

A CHINESE woman charged another woman at the Magistrate's on Wednesday with alleged larceny as bailee of a quantity of jewellery and money to the total value of \$277. It appears that the articles were left in the defendant's charge by the woman and while the former was sleeping, her husband came and stole the valuables. The defendant was acquitted. Part of the stolen property has been recovered.

Mr. W. Mooney, eldest son of Mr. C. Mooney of the Hongkong Hotel, returned to the Colony last Sunday, after successfully pursuing a course of six years' study in civil engineering in England.

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to the Ordinance to apply a sum not exceeding six million and forty-two thousand five hundred and forty-five dollars to the Public Service of the year 1911.

The marriage arranged between Roger, Edward Lindell, of the Hongkong & Shanghai Bank, and Miss Lindell, daughter of W. L. Lindell, Fellow and Senior Tutor of Clare College, Cambridge, will take place in Canton early in December.

Mr. A. Lello, with Mrs. Lello, arrived from Lisbon by the English mail this morning. Mr. Lello is expected by the afternoon steamer to Macao where he returns to his old position of Colonial Secretary of the Colony. Mr. Lello is making a brief visit at Hongkong before rejoining her husband at Macao.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Robert Bakker to act as Chief Resident Engineer and Manager of the Kowloon-Canton Railway, British section, during the absence from the Colony of Mr. E. E. Lindell, and until further notice, with effect from 6th inst.

UNDER a regulation made by the Officer Administering the Government-in-Council, no receptacle, cistern or tank capable of containing more than ten gallons shall be constructed, placed or maintained for the storage of water in any building situated in any Rider Main District without the previous sanction in writing

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

13th October, 1 p.m.
The following quotations for rubber shares
by wire, are supplied by Messrs. E. S. Kadoorie
& Co. :—

Allagari	5/3
Anglo-Javas	11s. 7
Anglo-Malays	22/6
Batavia	5/3
Batavia Tjara	100/-
Beriana	7/-
Bukit Kajangs (pp.)	46/-
Caray Uniteds	20/- prem.
Castelfields	120/-
Changkat Serdangs	5/-
Cheras (part paid)	38 prem.
Do. (fully paid)	3/8
Damansara	155/8
Eastern Internationals	119 prem.
Glenealys	107/8
Highlands and Lowlands	51/3
Indragiri	8/7
Kamualage	5/9 prem.
Kempas	160/-
Landarons (fully paid)	—
Landarons (ppd.)	—
Ledbury	75/-
Linggis	45/6
London Austics	12/3
London Ventures	6/-
Merlimans	6/-
Pajamas	212
Pegohs	321
Rubber Trusts	20/- prem.
Sandyuffs	370/-
Saggs	331
Saggs	24/-
Seafolds	25.10/-
Shelfolds	70/-
Singapore & Johore	314/-
Sumatra Paras	10/-
Sungei Chohs	07/6
Sungei Kapars	14/9
Tangkab	33/6
Toerangko	1/- prem.
United Serdang	10/-
United Singapore	5/50
United Sumatras	8/6
United Langkrats	80/-
Duffs	14/9
Trochus	34/-
Para Rubber	6/- per lb.

SEPTEMBER RUBBER RETURNS

INCH KENNETH:—	12,696 lbs.
SHELFORD:—	1,705 lbs.
HELAND AND L. WLANDS:—	14,172 lbs.
CAREY UNITED:—	12,250 lbs.
ANGLO MALAY:—	50,651 lbs.
PATALINGI:—	77,654 lbs.
LONDON ASIATIC:—	18,978 lbs.
GOLDEN HOPE:—	9,180 lbs.
SELADA:—	8,272 lbs.
RIDU:—	6,670 lbs.
EIKAM:—	3,45 lbs.
SUNGKAI CHUMOR:—	1,689 lbs.
SEAFORD:—	879 lbs.
RUBBER STATES KRIAN:—	3,390 lbs.
GUN. KALUMPONG:—	10,800 lbs.
KURAU:—	5,14 lbs.
BUKIT TIMAH:—	1,413 lbs; total for 5 months, 3,863 lbs.
LAFU:—	5,648 lbs; against 9,015 lbs. Total nine months 142,058 lbs against 57,487.
KAMUJUNG:—	5,910 lbs; against 4,500 lbs. Total three months 25,755 lbs.
LINGOI:—	78,000 lbs; against 48,000 lbs. Total nine months 587,500 lbs; against 374,000 lbs.
BUKIT KAJANG:—	5,593 lbs; Total nine months 36,794 lbs.
TRAFALGAR LTD:—	294 lbs. Coconuts 23,700 nuts.
SINGAPORE PARA RUBBER ESTATES LTD:—	5,375 lbs.

INCH KENNETH :—12,896 lbs; Against 8,407 lbs.

RATANUI :—	2,050 lbs.
GLENNLY :—	2,331 lbs.
SENGUAT :—	6,415 lbs.
YALLANBROA :—	33,700 lbs.
MALACCA :—	33,000 lbs.
KEMPSEY :—	4,099 lbs.
HARPENDEN :—	17,000 lbs.
KLANGAN PRODUCE :—	10,300 lbs.
GLENSHIEL :—	4,784 lbs.
UNITED SUMATRA :—4850 lbs.	Total nine months 31,467 lbs.
COFFEE :—8 pkts.	Total nine months 2,444 pkts.
PEGOH :—	5,204 lbs.
TAMBAKAK :—	1,127 lbs.
TEBONG :—1,880 lbs.	Total nine months 16,414 lbs.
against 9,080 lbs.	
CALDONIA :—	26,000 lbs.
TALI AVER :—	11,546 lbs.
KEDONG :—	22,000 lbs.
NOVA SCOTIA :—	17,500 lbs.
RUBANA :—	20,000 lbs.
BATAK RABIT :—	13,000 lbs.
HAI KEE :—	770 lbs.
BUKIT LINTANG :—4,700 lbs;	against 1,177 lbs.
Total three months 12,500 lbs;	against 4,505 lbs.
BALOOONIK :—	7,653 lbs.
ALMA :—	1,100 lbs.
PEROKALAN DURIAN :—	11,156 lbs.
MERTON :—	9,78 lbs.
CHEUNG :—	570 lbs.
LADRONIA :—31,097 lbs;	against 27,120 lbs.
Total for nine months 28,837 lbs;	against 18,128 lbs.
SINGAPORE AND JOHORE :—11,664 lbs;	against 4,174 lbs.
Total for nine months 85,900 lbs;	against 25,32 lbs.
SEWAWANG :—8,336 lbs;	against 1,825 lbs.
Total for eight months 45,908 lbs;	against 9,503 lbs.
LEDURBY :—10,613 lbs;	against 6,745 lbs.
Total for nine months 87,112 lbs;	against 43,948 lbs.
SEWAWANG :—663 lbs;	Against 869 lbs.
HARANG :—433 lbs;	against 910 lbs.
Total for months 15,507 lbs;	against 378 lbs.
CHEKSONG :—	2,38 lbs.
DEMISTOWN :—	1,108 lbs.
GLENSHIEL :—4,475 lbs.	Total 9 months 20,033 lbs;
against 2,166 lbs.	
CHERRAS :—	865 lbs.
FED SELANOR :—	17,058 lbs.
BATU TIGA :—	9,000 lbs.
F.M.S :—	34,145 lbs.
KUALA LUMPUR :—	49,216 lbs.
TAWJONG MALIM :—	900 lbs.
DAMANARA :—93,390 lbs.	(Three months)
SUNGERI KILAN :—1,015 lbs.	February
AGORA :—	
ALOR PONGSU :—	2,628 lbs.
BRICK :—	1,675 lbs.
AYER KUNING :—	220 lbs.
AYER PANAS :—1,150 lbs;	Total to date 4,330 lbs.
KOTA TINGGI :—	570 lbs.

The closing quotation for Rubber is 64.3d, per lb.

Anglo-Malays improved 1 to 2½ during the early part of the week but at the close are easily at 24½.

Millers were 1½ in off the market at 5/6 and 5½; closing with sellers at the latter price.

Eastern Internationals after sales at 12½ improved 1 to 1½ during the middle of the week, but at the close have receded a d and can probably be had at 13/6.

Loggins are on offer at the slightly reduced rate of 4½.

London Ventures were reported sold at 6½ and more are on offer.

Medlins have changed hands at 6½ and 7.

Leobays have risen to 7½ at which price they close steady.

London Activities have strengthened to 13½ at which price they are on offer.

Tanbaks continue quiet at 3½.

United Serdangs have again experienced some slight fluctuations, having risen during the latter part of the week from 10½, but at the close have receded and buyers only offer 100/-.

Sumatra Paras after sales at 17½ are on offer at 16.

Bermats, after sales at 6½ and 7½ are offering at the reduced rate of 6/6.

Castledies have risen to 110/-.

Highlands and Lowlands can probably be placed at 105/-.

Kuala Lumpur's have strengthened to 110/-.

Kamuloags have small quantities at 5½ prem.

At the Tiger have advanced to 100/- at which price they are on offer.

Balgowals have buyers at 510.

Changkak Serdangs after improving to 59 are weaker and on offer.

Ayer Panas advanced to 58½ during the early part of the week, but at the close have sellers at 57½.

Palams remain fairly steady after sales at 50.

Glennals strengthened to \$1.75 at the opening of the week, and buyers offered \$1.8½, but at the close are easier with sellers at \$1.65.

Indragiris are nominally quoted at 15.

Pegohs have risen to 5½. after sales at 17.

S-advancs have improved to 3½.

Singapore and Johores are slightly higher and can probably be placed at 34.

United Singapore has changed hands during the early part of the week at \$1.10, but have since improved to \$1.

Pantain are quiet at \$1.

Alor Gajahs have buyers at 5½.

New Serendangs can probably be sold at 52.

Tromoh (tin mines) have kept fairly steady at 34/- Shell Transports rose to 83/- closing easier at 80/-

Exchange.—The Bank's closing T.T. quotations are as follows:

On London ...	117 1/2
On Shanghai	7 1/2
On Singapore	79 1/2

ELLIS & ELLIS,

Hongkong, 14th October.

Since our last report of this kind, prices of *Dehi* our best market has continued very strong, and during the first interval business has been done of every good lot of 7000 bales with a further increase of \$1 to \$2 1/2 all counts.

During the latter part of the fortnight the holders having received intimation of a scarcity of cotton in Bombay for the immediate consumption of *Mil* there; and the rates for spot yarn especially in 20s having considerably increased, they remain very firm and demand such high rates, which the Chinese buyers do not dare to pay as they find exchange at very unfavourable for the seller; and a sudden financial crisis has been caused by the compression of business by several big Chinese brokers at Shanghai which has a very depressing effect in our money market.

Although there is less inquiry at present we close with a firm market.

Total Sales 7,500 bales.
Unsold Stocks 24,000 bales.

Sold but un-delivered in the Godown and to arrive 30,000 bales.

No. 6—With a little increase in the price, a good lot has changed hands in the count.

No. 8—No business has passed for this yarn.

No. 10—Keen inquiry has continued and a larger business has been done than in any other count.

No. 11—A moderate demand has come out with a rise of \$1 to \$2.

No. 16—Has found buyers in only a few well-known chops at a slight advance.

No. 20—Owing to inquiry from outside, good demand has sprung up and business has been done with an increase of \$1 to 5 1/2 specially in best favourite chops.

Arrivals.—The Mail *Str Diermida* and extra *str Bombay* and *Dechi* from Bombay and *str Kutaim* from Calcutta have brought in 8,400 bales for Hongkong, and 3,500 bales for Shanghai. Shipments from Hongkong to Shanghai, and count ports 82, amount to about 2,500 bales.

Local Mill.—Sales: 35 bales of No. 8 a fine and 100 bales of No. 10 at \$17 to \$19.

Japanese Yarn.—Has been altogether neglected owing to very high rates in 20s asked by the holders.

Shanghai.—Has continued active and good business has passed with an increase of *Tls.* to *Tls.* 2.

Raw Cotton.—Bengal no sales are effected during the interval. Quotations are \$32 to \$33.

Balance 470 bales.

Choice—A lot of 150 bales was sold at \$36 to \$37 1/2, balance 180 bales. Quotations \$32 to \$38.

Rupree T/T 13 1/2. Rupree D/D 13 1/2. Sterling T/T 7 1/2. Sterling 4m/4 1/2. Japan 9 1/2. Siam 10 1/2. T/T 7 1/2. Japan 9 1/2. Siam 10 1/2.

POLISHWALLA & KOTWALL,
Cotton & Yarn Brokers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	.....	1/10
Do. — do and do	.....	1/10 3/4
Do. — 4 months' sight	.....	1/10 9/16
Rance — Bank T.T.	.....	1/10 3/4
America—Bank T.T.	.....	1/10 3/4
Germany—Bank T.T.	.....	1/10 3/4
India T.T.	.....	1/10 3/4
China—Bank T.T.	.....	1/10 3/4
Bombay—Bank T.T.	.....	1/10 3/4
Singapore—Bank T.T. per H.K. Spec	.....	1/10 3/4
Japan—Bank T.T.	.....	1/10 3/4
Australia—Bank T.T.	.....	1/10 3/4

Buying.

4 months' sight L/O.	100/100
5 months' sight L/O.	100/100
6 months' sight San Francisco & New York	100/100
1 month's sight do.	100/100
6 days' sight Sydney & Melbourne	100/100
4 months' sight France	100/100
6 months' sight do.	100/100
6 months' sight Germany	100/100
Bar Silver	100/100
Bank of England coin	100/100
Bourbon	100/100

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT 1 PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$10,000,000	\$2,029,350	\$2 for first half year ending 30.6.10 @ ex 1/8 = \$2.25	5 %	\$122 1/2
National Bank of China, Limited	99,925	7	6	\$4,000 \$1,000	\$30,552	\$2 (London 1/8) for 1901		180 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,183 \$10,709 \$185,000	none	\$10 for 1901	5 1/2 %	\$190
North China Insurance Company	10,000	15	65	Tls. 225,000 Tls. 368,644 Tls. 137,308	Tls. 205,719	Interim div. of 7/6 for 1900	5 %	Tls. 122 1/2 sellers
Canton Insurance Society of Canton	12,400	\$150	\$100	\$10,000 \$10,249 \$71,985	\$227,984	Final of \$20 per share, making in all \$50 per share for 1901 and an interim dividend of \$30 per share for 1900	7 %	\$237 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$10,000,000 \$204,405 \$199,364	\$7,765	\$12 for year ending 31.12.08 and interim of \$2 on account of 1900	7 %	\$195 sales
FIRE INSURANCES.								
China Fire Insurance Company	10,000	\$100	\$50	\$1,000,000 \$10,144 \$1,168	\$416,406	\$6 and bonus \$2 for 1901	7 %	\$114 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$426,316	\$27 for 1901	8 %	\$235
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$57,748 \$22,000 \$300,000	Dr. \$4,777	\$4 for 1901		\$10 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$100,000 \$100,000	Nil	\$2 for year ending 30.6.1901		\$22 sellers
Hongkong, Canton & Siam Steamship Co., Ltd.	80,000	\$15	\$15	\$57,500 \$78,765 \$1,491	\$20,166	Dividend of \$12 for 30.6.10	8 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	43	45	\$118,100	\$1,517.82	\$6 for 1900 on Preference shares only @ ex 1/10 11/16 = \$3.154		558 sellers
Do. Do. (Deferred)	60,000			\$780,000	\$192,994	Final div. of 2/6 per sh. (comp. 74) making in all 2/6 per sh. for 1900 & a int. div. of 1s. per sh. on ac. for 1901	5 1/2 %	55 1/2 buyers
"Shell" Transport & Trading Company, Limited	10,000	\$10	\$10	\$10,000 \$7,810 \$62,581	\$1,159	A dividend of 7 1/2 % for 7/1, ending 30.4. 1910	6 %	\$23 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5			A bonus of 5 %		\$20
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$120,000 \$8,000	Dr. \$8,000	\$5 for half year ending 30.6.1910	6 %	\$145 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100		Dr. \$11,891	\$1 for 1901		\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	6 1/2	6 1/2	\$215,000 \$12,280	\$1,435	Interim of 1/2 for 1901 (comp. No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year		Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	4 1/2	18/10	44	none	\$2 per share with dividend	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$2.65 for 1900 in all \$3.15		\$20 1/2
Docks, Wharves & Godowns	18,000	\$25	\$25	\$25,975	Dr. \$8,460	\$7 for 1901 and 1/2 for 1900		\$20 sellers
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25					\$20 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$250	\$50	\$110,000 \$11,001 \$20,000	\$264,847	\$2 for 1900	4 1/2 %	\$24 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$12,000 \$12,114	\$12,705	\$2 for half year ended 30.6.1909		\$24 1/2 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,700	Tls. 100	Tls. 100	\$10,000 \$10,000	Tls. 6,045	Final of 7 1/2 making Tls. 6 in all year 30.4.1910	1 %	Tls. 72 1/2 sellers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	\$10,000 \$10,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 15,000 \$4,000	Tls. 4,314 \$4,641	Tls. 6 for year ending 29.2.10	5 1/2 %	Tls. 67 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	\$1,000	\$2 for 1901	8 %	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000 \$1,000	\$1,277	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	5 1/2 %	\$190 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$10,000 \$10,000	\$1,471	Interim of \$3 for 1910	7 %	\$100 sales
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$150,000 \$25,850	\$169	45 cents for 1900	6 %	\$74 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none		\$2 for 1900	8 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,155,045 Tls. 10,000	Tls. 61,966	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 122 sales
West Point Building Company, Limited	11,500	\$50	\$50		\$1,958	Interim of \$1.80 for 1900	8 1/2 %	\$39 buyers
COTTON MILLS.								
Soo Cotton Spinning and Weaving Company, Ltd.	10,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000	\$1,091	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 102 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000 \$1,000	\$1,151	50 cents for year ending 31.7.08		\$11 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 1,000	\$1,172	Tls. 7 1/2 for year ending 30.6.09	10 %	Tls. 50 sales
Lao-kong-cow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10		Tls. 4,829	Tls. 6 for 1900	10 %	Tls. 50 sales
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50		Tls. 21,172	Tls. 25 for 1900	17 %	Tls. 220 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,000	13/6	13/6	\$1,000 \$1,000	\$268	15 % per share for 1909		18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000 \$1,000	Nil	60 cents for 1900	6 1/2 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000 \$1,000	\$50,242	60 cents for year ended 28.1.06		\$1.30 sellers
China Protection Loan & Mortgage Company, Ltd.	150,000	\$10	\$10	\$1,000,000 \$1,000	\$1,608	80 cents for 1900	10 %	\$30 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,890	\$1.20 for year ending 31.7.07	6 1/2 %	\$17 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$1,000	\$4,890	Interim of 15 cents per share for 1910	10 %	\$4.65 sales
H. Price & Company, Limited	15,000	\$10	\$10	none	\$670	24 per cent. viz. \$1.40 for 1900	12 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	\$11 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000 \$10,000	\$9,625	Interim of \$1 per share for 1910	6 %	\$15
Hongkong Ro-ro Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000 \$1,000	\$9,176	Final of \$1 making in all \$2 for 1909	9 %	\$20 sellers
Maatschappij tot Mijn- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 61,924	Tls. 216,821	Interim dividend of Tls. 12 1/2 15th March Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 1,050
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	\$1,014	80 cents on fully paid shares and 2 cents on 1st paid shares for year ending 31.10.10	5 1/2 %	\$11 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 16,640	None	5 %	\$11 1/2 sellers
Philippine Company, Limited	75,000	\$10	\$10					\$8 sellers
Shanghai-Sumai Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 24,820 T. 100,000	Tls. 1,450	No dividend this year	2 %	Tls. 122 1/2 sales
Societe des Pulpes et Papeteries du Tonkin	1,000	50	25	none	none	First year		\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$1,096	None	8 %	\$24 sales
Steam Laundry Company, Limited	10,000	\$25	\$25	none	\$27,56	10 % for year ending 31st May 1910	8 %	\$11 1/2 sellers
Union Laundry Company, Limited	10,000	\$10	\$10	\$1,000 \$1,000	none	60 cents for year ending 31.12.09	8 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000 \$1,000	\$142	15 % per ordinary sh. for year ended 31.5.10	5 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	35 cents for 1900	5 %	\$1 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000	\$2,612	3 % for 1900	5 %	\$5 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$712	None		\$2 buyers

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